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Photograph by A. F. KERSTING

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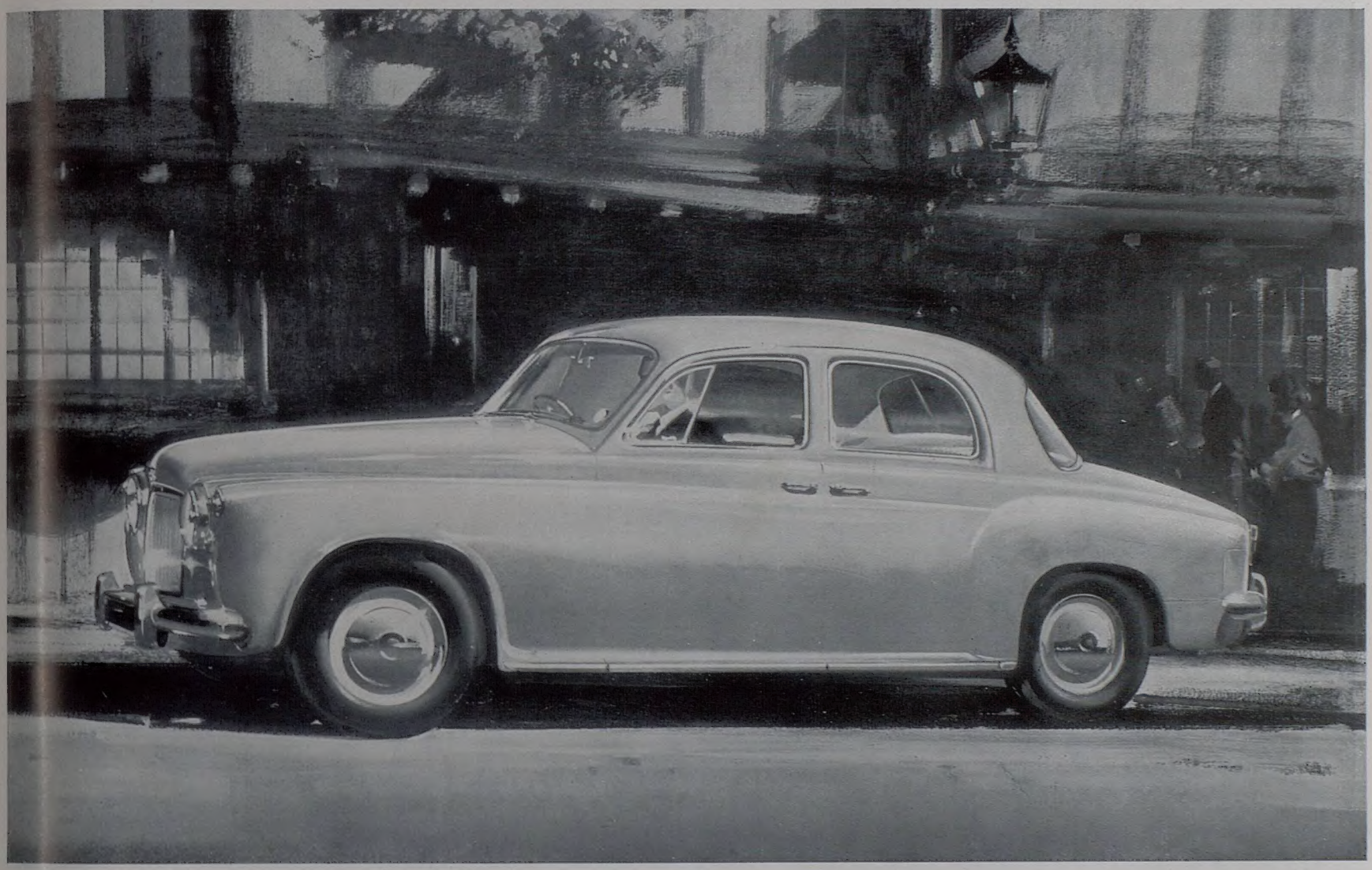

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DR. VILHJALMUR STEFANSSON: EXPLORER, WRITER, ESKIMO

He learned to love the Arctic by becoming an Eskimo for ten winters. This was no hostile icecap, he said, but a friendly land of vast promise. Men listened. New cities sprang up in Alaska and Canada. New air routes bridged the Land of the Midnight Sun. Naturally Dr. Stefansson flies a lot. And like other world travellers he prefers the *relaxing* way in the luxury of smooth quiet Lockheed Super Constellations. At 77 he's busy lecturing and writing his autobiography. Also planning his next trip: to Europe next June on an early flight of the even bigger, faster new Lockheed Luxury Liner (Model 1649) via TWA — Trans World Airlines.

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Volume CCXXVII No. 2960

The SPHERE, London, December 22, 1956

The SPHERE

with which is incorporated THE GRAPHIC

GENERAL BURNS CROSSES THE SUEZ CANAL—THE UNITED NATIONS FORCE MOVES TO THE SINAI PENINSULA: The U.N. Commander-in-Chief sits on the left in the boat being ferried over the water from El Kantara. In the right foreground is Colonel Christian Moe, of Norway, his Chief of Operations, and behind is Colonel Rodocovic, commanding the Yugoslav contingent. Across the Canal they saw the U.N. advance guard of Yugoslavs set out to occupy the Sinai Peninsula.

Last week-end two operations were proceeding simultaneously—the United Nations advance through the Sinai Peninsula and the Anglo-French withdrawal from Egypt. The United Nations Emergency Force (U.N.E.F.) was charged with the task of moving through the Sinai Peninsula to the demarcation-line agreed by the U.N. between Egypt and Israel. General Burns, the U.N.E.F. C.-in-C., himself crossed the Suez Canal to see the start of his troops' progress. The advance guard, composed of motorised Yugoslavs, met many checks because of the serious damage done to the roads by the Israelis when they were withdrawing after their victorious campaign. Meanwhile, the British evacuation was proceeding from the Canal area. It was expected that some 10,000 troops would reach home in time for Christmas. But this "run-down" left serious problems for the British remaining in Egypt. As their numbers diminished, the Egyptians increasingly committed breaches of the cease-fire. There were incidents which included the ambushing of military patrols and the kidnapping of a British infantry officer. (Other Middle East pictures are on page 486.)

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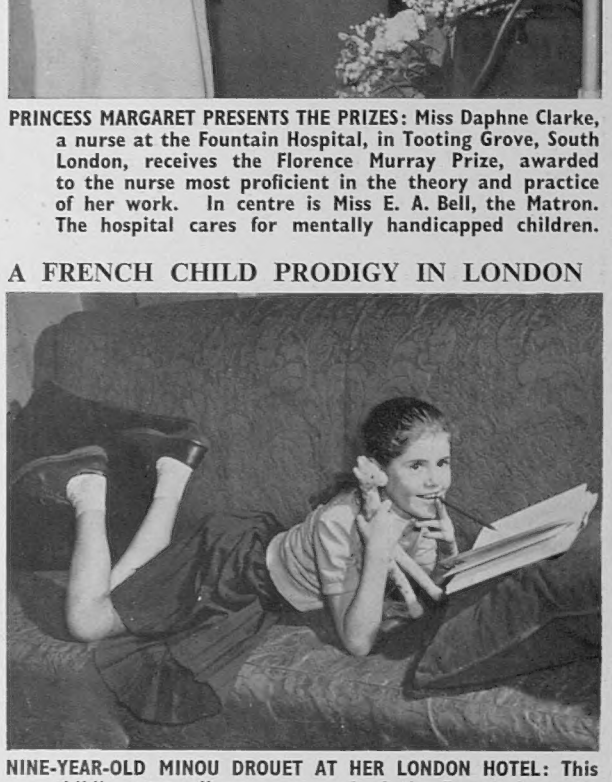
A ROYAL PRIZEGIVING

PRINCESS MARGARET PRESENTS THE PRIZES: Miss Daphne Clarke, a nurse at the Fountain Hospital, in Tooting Grove, South London, receives the Florence Murray Prize, awarded to the nurse most proficient in the theory and practice of her work. In centre is Miss E. A. Bell, the Matron. The hospital cares for mentally handicapped children.

A FRENCH CHILD PRODIGY IN LONDON



NINE-YEAR-OLD MINOU DROUET AT HER LONDON HOTEL: This child's extraordinary command of the French language and her precocious imagination have caused a controversy which has rocked France and brought literary critics on both sides of the Channel into violent argument. By some she is hailed as a "great poetess," while others claim that her verse, of which some 300,000 copies have been sold in France, must have been written by her mother.

COMMEMORATING KEIR HARDIE

A BUST OF KEIR HARDIE FOR THE HOUSE OF COMMONS: The Speaker of the House, Mr. W. S. Morrison (left), receives the bust from Mr. Fenner Brockway, M.P., chairman of the Keir Hardie Memorial Committee. Mr. Benno Schotz was the sculptor. The Labour leader was born a century ago.

RATES OF SUBSCRIPTION TO "THE SPHERE"

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A London Newslette

195-198, STRAND, W.C.2.

Happy Christmas.—Years and years ago, when I was in my first decade as writer of this Newsletter, I found no difficulty (and enjoyed the job) in wishing my readers a happy Christmas. The barometer in those days at least looked comparatively steady, if indications of depressions on the far horizon were forecast by the long-sighted. A decade or so went by. At the time of Munich and the Second World War, this pleasant duty became much harder to do with sincerity or confidence. Many of my readers, as I well know, have grown old along with me and they probably sympathise with some of the difficulties of modern journalists in the times in which we continue to live. The smog which forever thickens round us and over us makes it more difficult every week and year to be fair, to be constructive, to be lucid, to be consistent. And it is not an atmosphere conducive to a most important item in a journalist's trust, to resist pessimism and never to despair of human nature and a change for the better in human relations. It must be a calculated optimism nowadays. Those readers who have grown old with me are to-day pretty well assured, as I am, that we shall live out the rest of our days in austerity and anxiety, and that the golden age, if it ever returns, will come too late for us. Perhaps our children or our children's children will see and enjoy it. I hope so, for they deserve a ration of the better days which some of us older folk look back on—perhaps only the privileged few. Socially and economically, no doubt, the young (and indeed a majority of our race) have no cause to regret the passing of those "better" days. But it is not on grounds of material comfort that the old regret their passing. They remember them for the now lost sense of political security, permanence and world order, the sense that one or two important moral values survived as generation succeeded generation. For those with Faith the eternal hope of Christmas remains; for those with courage the will to fight on and not to yield to adversity or surrender to despair, to win the spiritual battle, if the material campaign has gone against us. To all readers, then, for the thirty-first time, I wish a happy Christmas and my hope that here or hereafter they will reach a happy issue out of all their afflictions. Meanwhile "we must cultivate our gardens."

Nevertheless the Dimness. . . .—The Church, no doubt, was right to instruct the parsons to get down among their congregations, to explain the meaning and background of the Sunday lessons before reading them and to move down to the aisles to engage in *ex tempore* prayers. But *ex tempore* prayer is a technique which requires practice—Scottish ministers are better trained to do it—and prayers for individual statesmen and contemporary political crises are apt to get parsons tied up. Above all, some of us weaker vessels, drawn to church by the attraction created in childhood by the lovely words—often little understood and sometimes suspect of mis-translation—are disappointed by the parson's explanatory revisions and substitutes. Take the Christmas lesson from Isaiah. It is not altogether clear in meaning but still it brings a vague comfort and always a sense of beauty.

> Nevertheless the dimness shall not be such as was in her vexation when . . . afterward he did more grievously afflict her . . . beyond Jordan. . . . Thou hast multiplied the nation and not increased the joy. . . . For every battle of the warrior is with confused noise, and garments rolled in blood; but this shall be with burning and fuel of fire. For unto us a child is born, unto us a son is given: and the government shall be upon his shoulder. . . . and his name shall be called . . . The Prince of Peace.

How apt these words—even apart from their prophetic context—can be made to appear year after year in our own nation's circumstances. It would be pleasant if the dimness of modern life in England could be reduced. *Dimness* is the *mot juste*, in international relations, in Parliament, among our social and political columnists, sometimes in T.U. circles. And how true that in multiplying this nation, Heaven has not increased our joy; and how true about the battles of the warriors and t eternal need for a world leader and Prince of Pea The magic of the words—related even to material rat than to spiritual contexts—always has that power comfort with new hope and to inspire with new short-lived resolutions; and for my part I want the to be neither explained nor improved on.

Nato.—It appeared that the leading publicist whatever their views on the Suez "incident," were qu clear that the Nato meeting in Paris before Christm was a meeting of supreme importance, an opportuni which might well be thrown away unless the who tremendous issue were tackled with realism. If tim spent in pasting over cracks in Western unity d to the Suez issue, if that issue were made a major ite on the agenda, then the opportunity would be lost. Th issue is Nato itself, its composition, its function The Hungarian question and all it implies is far mo relevant to the discussion than such an "incident" Suez. The question of Western Germany's acceptanc of her responsibility to Nato is one that must b resolved. Events in Poland and Hungary and Easter Europe generally, following de-Stalinisation, have pro foundly altered the *raison d'être* of Nato set-up whe the Russian bloc was apparently without a joint in i harness. As the years have passed, moreover, th components of Nato have been revealed as a mixe bag, impelled or reluctant to co-operate from politica or economic needs and stresses. The technique of wa itself has profoundly altered since the organisation wa set up. Those nations, which have at heaviest cost ar

THE QUEEN ATTENDS A CHRISTENING

A ROYAL GODMOTHER: Her Majesty holds in her arms the infant son of Lord and Lad Porchester after the child was christened at St. Paul's Church, Knightsbridg The parents are on each side of the Queen, who stood Sponsor. The child wa named George Reginald Oliver Molyneux, and was the seventeenth infant to whom Her Majesty has been a godmother. Lord Porchester, who is thirty-two years o age, has been a friend of the Queen for many years. He is the son and heir of th Earl of Carnarvon. Lady Porchester is the daughter of an American cattle ranche

most loyally supported it, are entitled to demand a roc and branch re-examination and a final communiqué o "business done" that is more than a pastiche of pap solidarity and a report of avenue-exploration. Amon these nations, our own is high on the list. We are no to consider if our demands have been met.

Public Life.—How right was the poet Gray Sometimes, perhaps, I have found in winter that a countr life is a little lacking in bite and that the craft of writin may be a pedestrian trade if one engages no chorus o trumpeters. But at least a writer's more deserving book survive on a few shelves with his name under the title for a much longer time than the reputation in poster of most politicians. There is something to be said (never more than to-day) for mute inglorious Milton village Hampdens and Cromwells guiltless of their country's life-blood. There are glittering prizes for successful (that is, lucky) statesmen. Place and power are heady wines and still attract the ambitious, and even Stars, Garters and peerages are by no means above their notice. But when such a bladder, floating on a sea of glory, is pricked, when a life's work is cancelled out by a single action or years of hard work ruined by the decision of a colleague, what a sagging, what a fall, what bitter, bitter disappointment comes. When states men fall, even though they rise again, they fall like Lucifer. For you and me, the decline may be almost imperceptible. Look upon this picture and on that. Sir Anthony should now be back in his place. Prophecies and

certainties " of his fall look foolish, his colleagues have een loyal. I pray that his health—the most important sset a modern statesman can possess—will be main- ined and his influence and repute rise quickly again.

The Weathercock of Popularity.—

ympathetic reflection about the nature of Sir Anthony's rivate thoughts during his sojourn in Jamaica are relevant this theme. Two months before, his reputation stood ery high. His whole career had been devoted to seeking eace. He had stood for, and fought for, every means which world problems could be settled without the thy and futile arbitrament of war. And suddenly, with hatever justification (and although his case has been unglingly mishandled), a sudden decision set half the orld against him and liquidated the achievements of irty years. The Prince of the Peace had turned into warmonger and gained nothing and lost everything in e transformation. The whole framework he had elped to raise and to support seemed to have crashed the ground and he was left forlorn among the ruins. hat was the view of half the world. Or take Mr. lacmillan. For two years past he has laboured to alance our rocky economy and to pull us out of the d. A few weeks ago he told us with modified optimism at the back had been broken and the ship of state was owing buoyancy again. And then a sudden decision ullified all those years of work and sank the ship eeper than ever. He could not call it the decision of nother. Sir Anthony is not the man to reject Cabinet sponsibility. But it must take a strong man to rise nder so crushing a disappointment; and, in their darkest ours, I could understand if both these statesmen I have ted as examples of my theme might have thought for moment that a coronet was to be preferred to such a own of thorns and that village Hampdens had some- ing on modern statesmen in office. But public memory short and public opinion is like a weathercock. Good en soon climb back with courage and resolution.

"In Spite of All Temptations. . . ."

The appeal of Prince Ernest of Cumberland taken to e House of Lords occupied many days and held the terest of the few for whom such matters are still of portance. The Chancery Judge, nonsuiting the Prince his claim to British nationality under a statute passed hen Queen Anne was forty, and again childless, to cure the Protestant succession, ruled that that statute corded British nationality only to relevant persons ive during Queen Anne's reign, if Protestants. Three ords of Appeal, and now five more in the House of ords, have unanimously decided that the Act's preamble does not matter," as the operative words in the statute early accord British citizenship to all lineal descendants f the Electress Sophia, male and female, for all time, rovided they are not papists and not the Queen's nemies. That is *implied* in the decision on Prince rnest's appeal, though questions might arise in individual ses under the Royal Marriages Act of 1772. There re perhaps among the royal families of Europe, throned *in petto*, 500 persons who might claim under this dgment. As for Prince Ernest, he could now take his at in the House of Lords as Duke of Cumberland (an popular title), if he were to petition for the revival of at title now in suspense; for he is clearly neither a ipist nor a " Queen's enemy " in any but a doubtful chnical sense. Prince Ernest, indeed, would be our ghtful king to-day if the Crown had been entailed upon e Electress's heirs male instead of on her heirs general. hat provision brought in Victoria in 1837 instead of rnest, Duke of Cumberland, who retired to Hanover ith general relief) and there redeemed his infamy. hese lengthy arguments in the Courts of Chancery, of ppeal and in the Lords are a wonderful testimony to our dicial system. It upholds the law with utter impartiality nd strictly on evidence. The trials also show that judges ay profoundly differ; and that may be expensive for tigants. The Attorney-General spent long hours over this siness and some of his main arguments were rejected. he case was horribly complicated and very disputatious, nd it came on at a time when many more serious matters ust have preoccupied the minds of the law officers.

A Committee of National Import-

nce.—The Minister of Works has set up a small mmittee to advise him on the purchase of pictures r Government offices and Embassies. (Note for good: e committee is small.) Its duty is " to keep the Minister formed " of likely pictures at sales and auctions. The nd at the Minister's disposal is small, however, and nnot be used to buy works of national importance. hat is not so good. I don't like the idea of fobbing T Somerset House or the Ministry of Labour with cond-grade pictures. I feel strongly that, though cuts ay still be possible in Government expenditure, the esent economic crisis is not serious enough to justify eeseparing on this important matter. As for our mbassies, I am all for *realism*. A second-class power ould sail under false colours if it advertised itself abroad ith first-class pictures. No doubt this part of the com- ittee's functions includes spotting likely pictures for our her main telephone exchanges. I hope that numbers e engaged. The old ship may be a bit waterlogged, t. damme, don't spoil her for a ha'p'orth of tar.

THE OLD STAGER

THE SUFFRAGETTES FIGHT AGAIN

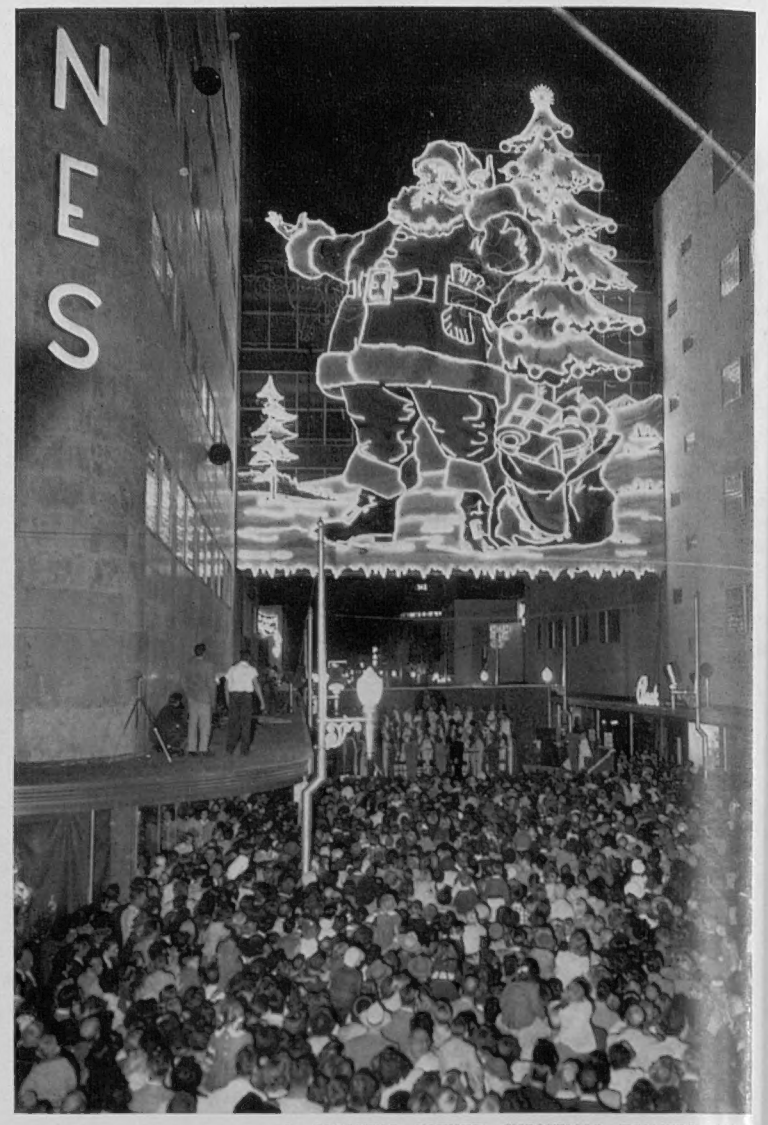
A SCENE FOR A NEW BRITISH FILM IS SHOT ON WESTMINSTER BRIDGE: Under the amused gaze of several top-hatted male onlookers three policemen endeavour to break up a suffragette demonstration on Westminster Bridge. The scene was being filmed for the screen adaptation of J. M. Barrie's highly successful stage play *The Admirable Crichton*, which is nearing completion at Shepperton Studios. The comedy, which was first performed at the Duke of York's Theatre on November 4, 1902, presents the opposite ends of the social scale living together on a desert island, and is as fresh and amusing to-day as it was at the beginning of the century. In the screen version the original structure has been left almost intact and only the dialogue has been slightly modified. Among the cast are Kenneth More, Diane Cilento, Cecil Parker, Sally Ann Howes, Peter Graves, Martita Hunt, Jack Watling and Gerald Harper. The producer is Ian Dalrymple and the film is directed by Lewis Gilbert.

IN THE ARMS OF THE LAW: A struggling suffragette, played by Mercy Haystead, is swept off her feet by a burly police sergeant during the filming of a scene for the film version of *The Admirable Crichton*. The cast have been at Shepperton and on location for five weeks in Bermuda, where the desert island sequences were shot.

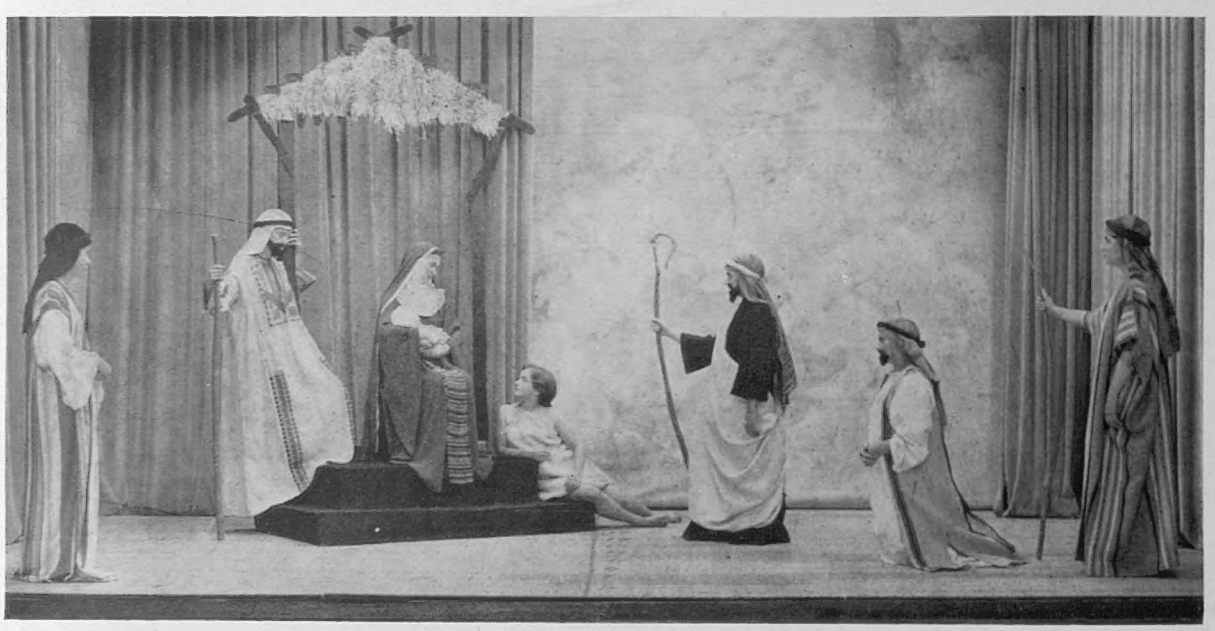
CHRISTMAS IN TWO CONTINENTS

The Scene in New York, and Florida; Lowther College's Annual Carol Service; and Events in London and Essex

CHRISTMAS COMES TO NEW YORK: A view of the gay scene in the Rockefeller Centre, showing the illuminated decorations and coloured lights which were switched on early in December. In the foreground is part of a decorated pathway with lines of "candy cones" which extends to Fifth Avenue. Away in the background is the huge Christmas-tree which is decorated with some 2,200 electric-light bulbs and 1,200 plastic globes.



A GIGANTIC FATHER CHRISTMAS TOWERS OVER MIAMI, IN FLORIDA: Crowds of sightseers gaze up at the illuminated figure of Father Christmas, which has been erected for the season over the shopping centre in Miami. The decoration in neon lighting is four storeys high. To complete the setting a choir is standing immediately beneath the decoration.



On left—

"THE VISIT OF THE SHEPHERDS": One of the twenty tableaux in the Carol Service which was presented again this year by the pupils of Lowther College, the Welsh public school for girls, near Rhyl. During this particular scene the choir sang the carol "Angels from the Realms of Glory." There were two services this year, and they were attended by people from the surrounding district, as well as relatives and friends of the girls. Nearly 100 girls took part in the services while others worked behind the scenes. The production of the tableaux was by the College teaching staff.

A CHRISTMAS PARTY FOR ANIMALS AT ILFORD, IN ESSEX: Betsy, a white pony, joins the choir of St. Paul's Church, Woodford Bridge, during the singing of carols at the Christmas party for animals at the Sanatorium of the People's Dispensary for Sick Animals in Ilford. Betsy had the first slice of "Christmas Cake."

THE QUEEN OF LIGHT: Miss Birgitta Lundin, a Swedish children's nurse, is seen with her attendants during a performance of the old Swedish Christmas custom, "The Queen of Light," at the Swedish Church in Harcourt Street, London, W. The service includes a procession with the participants carrying candles, and the singing of carols. Before coming to London a few weeks ago to study the language, Miss Lundin was also chosen "Queen of the Light" at her domestic school near Gothenburg.

SOVIET ARMOUR IN THE STREETS OF THE CAPITAL: *On left*—**Hungarians watch Red Army tanks parked in a Budapest street.** *On right*—**The crew of a Russian tank look down on passers-by. The mood of the population at the present moment, which seems to be one of preparation for another armed uprising, is causing the Soviet High Command to bring in more reinforcements. Accounts as to the numbers vary, but it seems that anything up to three new divisions have been moved into Hungary during the last fortnight.**

HUNGARIAN RESISTANCE STIFFENS

The People Prepare for Another Trial of Strength Against Russian Guns and Tanks

Throughout Hungary the puppet regime of Janos Kadar has been making desperate efforts to break the control of the workers' councils and to combat the mounting fury of the population. Two leading members of the now outlawed Central Workers' Council, Mr. Sandor Racz and Mr. Sandor Bali, have been arrested by Hungarian secret police, while a wave of arrests of other workers has been taking place. The official announcement over Budapest Radio added the information that the summary courts set up by the regime under an earlier edict have now been empowered to pass death sentences. Budapest Radio also announced the charges against the two workers' leaders. They include plotting to overthrow the Government, misleading the workers and being responsible for the strike called by the Central Council. All the evidence would seem to point to preparation for a show trial in the worst Stalinist tradition.

While the puppet regime has been making its futile efforts to justify its own existence with at least the semblance of some authority, the Soviet High Command has been tightening its grip on the country. Russian tanks and infantry are out in full force in the capital, with road blocks and tank forces on the Danube bridges. Fresh reinforcements are still pouring across the frontier with the Soviet Union and being deployed throughout Hungary at potential trouble spots near the cities and industrial centres. Already the Red Army has ringed most of the suspect areas with armour and infantry, against the possibility of another rising.

PASSIVE RESISTANCE TO A PUPPET GOVERNMENT: Strikers gather outside the locked gates of the Budapest tram depot. Despite cajoleries and threats by the Soviet-controlled regime, the workers have not weakened.

THE TENUOUS THREADS OF EXISTENCE: Hungarians gather round a temporary market-stall among the city ruins. Starvation is a constant threat that the regime does not hesitate to use against the people.

RED ARMY PATROLS IN THE STREETS: Day and night the capital is patrolled by Russian infantry armed with machine-guns and automatics. Their experiences in the first uprising have convinced the Russians that infantry are as necessary as tanks for the repression of 9,000,000 Hungarians.

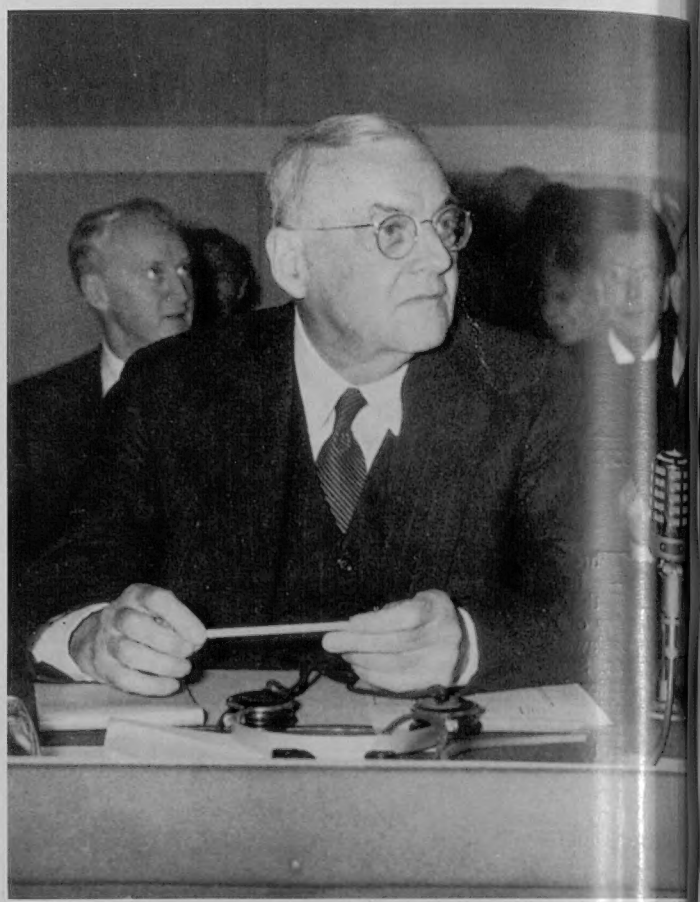
THE NORTH ATLANTIC COUNCIL MEETING

Delegates of the Fifteen Nato Powers Attend the Council Meeting in Paris

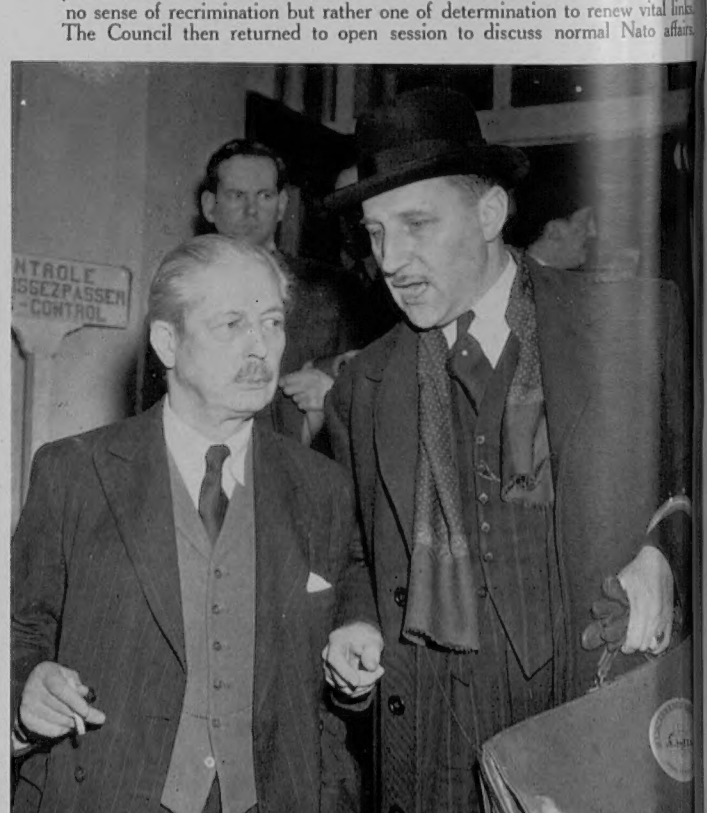
A PRELIMINARY PRESS CONFERENCE: Lord Ismay, retiring Secretary-General of the North Atlantic Treaty Organisation, holds a Press conference in Paris before the meeting of the Atlantic Council. From left to right on the platform are M. J. P. Benard, Mr. G. Parsons, Lord Ismay and Baron Bentinck. The Secretary-General said that this year's meeting was the most important for the Organisation since the 1953 Lisbon meeting, when the structure of the alliance was established.

THE CANADIAN DELEGATION IN THE PALAIS DE CHAILLOT: On left is Mr. Lester Pearson, Canadian Minister for External Affairs, and on right, Mr. L. D. Wilgress. Mr. Pearson is one of the authors of the report on strengthening non-military co-operation in Nato, which has been studied by the Council. The other authors of the report are Signor Martino (Italy) and Mr. Lange (Norway).

THE DISCUSSIONS CONTINUE: Mr. J. M. A. H. Luns, the Netherlands Foreign Minister (centre), converses with the West German Foreign Minister, Heinrich von Brentano (on left), and the Secretary of State for Foreign Affairs, Walter Hallstein, as they leave the Palais de Chaillot after a session.



MR. DULLES' REAPPEARANCE IN INTERNATIONAL AFFAIRS: The United States Secretary of State, recovered from his recent illness, attends the opening restricted session of the Atlantic Council in the Palais de Chaillot, Paris. In an outspoken speech, Mr. Dulles criticised the Anglo-French intervention in Egypt and declared that force of arms must not be used as an instrument of national policy. A frank exchange of views marked the restricted session, which was primarily concerned with airing the differences between the allies with a view to repairing the rifts in the alliance. Mr. Dulles went on to say that the present disarray in the Communist world might possibly lead the Soviet leaders to take risks and thus increase the danger of world war. The need for a firm alliance in view of this threat was stressed by many delegates from the fifteen Nato countries. M. Pineau and Mr. Selwyn Lloyd replied to Mr. Dulles' points with a defence of their countries' actions in the Middle East. There was no sense of recrimination but rather one of determination to renew vital links. The Council then returned to open session to discuss normal Nato affairs.



MR. MACMILLAN IN PARIS: The Chancellor of the Exchequer leaves a Council meeting with Mr. Luns, the Netherlands Foreign Minister. Mr. Macmillan was attending as a member of the British delegation.

MR. SELWYN LLOYD AND HIS DELEGATION : The Foreign Secretary sits at the table for the opening session. On Mr. Lloyd's right is Sir Christopher Steel, and on his left Mr. Antony Head, the Minister of Defence. At the end of the table (right) Mr. Dulles makes notes, while the permanent American representative to Nato, Mr. G. W. Perkins, cleans his glasses. After the first few days, the Foreign Secretary was able to report that the breach in the western alliance over Egypt had been closed.

THE TURKISH PRIME MINISTER AT THE OPENING SESSION : Mr. Adnan Menderes (second from left, front row) converses with a member of his delegation, Mr. Nuri Birgi. On Mr. Menderes' left are Mr. Ergin and Mr. M. A. Tiney of his delegation. The object of Turkey in the Council was to achieve some strengthening of the Bagdad Pact.

AWAITING THE CHAIRMAN'S SPEECH: M. Christian Pineau, the French Foreign Minister, reads a memorandum before a session in the Palais de Chaillot. On his right is M. Parodi, France's permanent representative to Nato, and on his left M. Maurice Bourgès-Maunoury, the Minister of National Defence in the Socialist Government of M. Guy Mollet.

THE SECRETARY-GENERAL-ELECT OF NATO : M. Spaak, the Belgian Foreign Minister (right), with a member of his delegation, M. A. de Staercke. M. Spaak has been appointed to take over the position of Secretary-General from Lord Ismay next April.

THE CHAIRMAN OF THE COUNCIL MEETING : The Italian Foreign Minister, Signor Gaetano Martino, goes through dossiers with a Nato permanent official before presiding as the chairman at the opening session of the Council in Paris.

AFTERMATH IN SINAI

U.N. Troops Delayed by Damaged Roads; and Other Post-war Pictures

Marshal Tito sent a motorised contingent as his contribution to General Burns' force in Egypt. The Yugoslavs, equipped with trailers, heavy lorries, half-track and armoured vehicles, were selected to form the advance guard of the United Nations in moving across the Sinai Peninsula to the Egyptian-Israeli demarcation line which runs from El Arish at the south of the Gaza Strip.

They soon found their progress impeded by heavily damaged roads. It was generally assumed that these obstructions had been left by the Israelis when they withdrew to their own border. Sometimes the U.N. men were held up for long periods owing to the impassable state of the broken-up roads. The railway along the coast was also reported to have been similarly disrupted.

This was one aspect of the aftermath of the war in Sinai. Another was the arrival in Haifa of numbers of Egyptian Jews who had been expelled by Colonel Nasser. A different, because humane, action was the return from Israel to Egypt of seriously wounded Egyptian prisoners of war. The repatriation, arranged by the International Red Cross, was carried out by aircraft.

A CHECK FOR THE ADVANCE-GUARD OF THE U.N. FORCE IN SINAI: Two members of the Yugoslav contingent examine a ploughed-up road near Baluzza, in the Sinai Desert. Much damage was found to have been done to communications in Sinai, presumably by the Israelis during their withdrawal. This delayed the U.N. advance.

UNITED NATIONS ON THE WATCH: A Yugoslav mans a gun in a foxhole while his comrade stands on watch by the United Nations Flag which they have set up in the sands of Sinai.

A CAMP IN THE DESERT: The crews of vehicles and armoured reconnaissance cars of a party of Yugoslavs halts to camp in the desert. Almost all the men have the U.N. band on their left arms. Their mission was to lead the United Nations Force across Sinai and to take up positions on the Egyptian-Israeli demarcation line.

A WOUNDED EGYPTIAN SOLDIER IS REPATRIATED FROM ISRAELI: A prisoner of war is being helped into an aircraft at an Israeli airfield. He was one of those who returned to Egypt under an International Red Cross repatriation scheme for seriously wounded P.o.W.s.

EGYPTIAN JEWS ARRIVE IN ISRAEL: A Jewish mother and daughter, escorted by an Israeli Red Cross woman, walk down the gangway from the S.S. *Israel* at Haifa. They were among the many Jews expelled from Egypt by Nasser.

"THY GREAT HEALER'S SERVANTS": Nursing staff of the Royal Leeds Infirmary pray for those in their care. Photographed by Jack Esten for *Illustrated*, this picture gained the second award in the Portfolio Category of the Ninth Annual British Press Pictures of the Year Competition organised by *Encyclopædia Britannica* and the Institute of British Photographers. 253 photographers from Britain and the Commonwealth entered 2,104 pictures in seven categories.

PICTURES OF THE YEAR

Some Winners in the Competition Sponsored by "Encyclopædia Britannica" and the Institute of British Photographers

"PINCHED PICTURE": Charles Dawson, of Planet News, took this picture of a young Irishman as he left the Tate Gallery with "Jour d'Été," which had been snatched from the Gallery walls. The photographer wins the Hector McNeil Trophy (which he holds for 12 months) and 100 guineas, first prize in the Portfolio Category.

"THE CRUEL SEA": The tug *Rumania* sinks off Felixstowe, Suffolk, while going to the rescue of the Brazilian ship *Loise Honduras*. The picture gained an Honourable Mention in the Portfolio Category for Victor Drees, of *The Evening Standard*. He is the first evening newspaper photographer to win an Honourable Mention in this category.

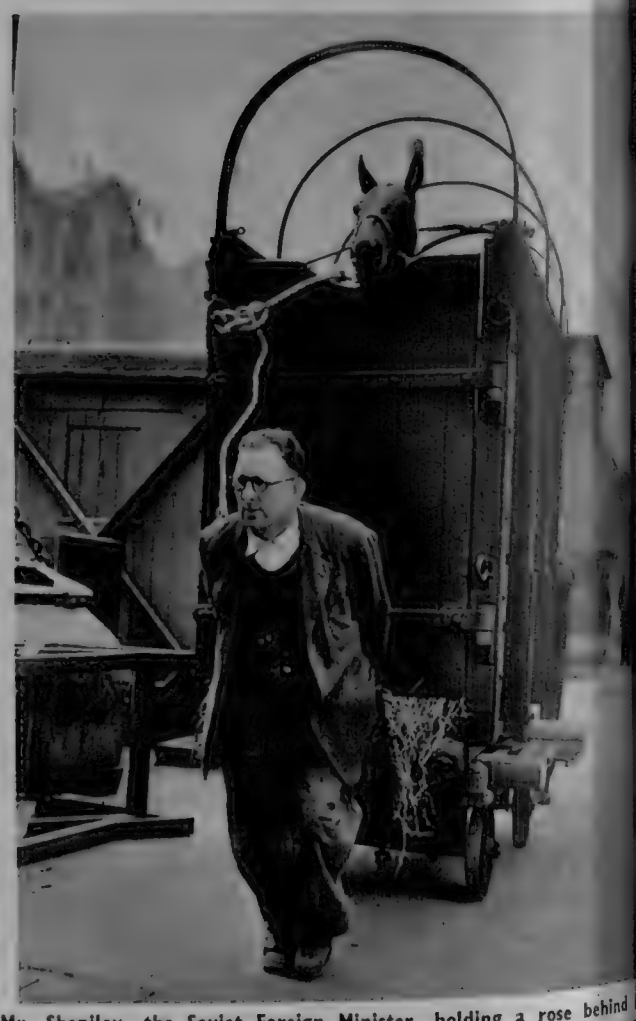
b

"FIREBRAND FLAMENCO": Another prize-winning picture by Charles Dawson portraying Teresa Amaya, the Spanish "firebrand" gypsy, dancing at the Princes Theatre in London. Charles Dawson won the first award for News Pictures in 1952, and the first award for Feature Pictures in 1950. This is the fourth year that his pictures have been chosen for inclusion in the travelling exhibition.

"THE MURDER OF BUDAPEST": In this picture by Jack Esten, for *Picture Post*, the colonel draws his revolver "which finished up in the photographer's ribs with an attempt to tear his camera away from him." Jack Esten was in Budapest last month. For his dramatic series of pictures of the Freedom Rising and the consequent Soviet outrages in the Hungarian Capital, he won the first award in the Sequence Category. He was also first in the Colour Category, and had second prize in the Portfolio Category. The other categories in the photographic competition were Royal, News, Feature and Sport. With the exception of the Portfolio Category (where there were special prizes) the winners and runners-up received 50 guineas and 25 guineas respectively. From all the pictures entered in the exhibition, 150 have been chosen for a travelling exhibition in Britain, Australia and South Africa.

PICTURES OF THE YEAR

(Continued from previous page)



GRAVE AND GAY: *Left*—This picture from Jack Esten's portfolio is entitled "Peace Emblem." It shows Mr. Shepilov, the Soviet Foreign Minister, holding a rose behind his back at the Soviet Embassy on the eve of the Suez Conference. This is the eighth year that Jack Esten's pictures have been chosen for exhibition. *Centre*—"Close-up" and *right*—"Cart Before the Horse" are from Charles Dawson's portfolio. The third picture shows one of the Argentine team's polo ponies arriving in Lond

TATE'S TRY": Jack Hickes, of the *Yorkshire Evening News*, was awarded the second prize for this dramatic picture in the Sports Category. He was one of the two "home" photographers who are stationed outside London, to win prizes in the competition, the other being Dave Cooksey of the *Daily Express*, Manchester office (Royal Category).

ANOTHER PICTURE FROM HUNGARY: It is in the sequence "The Murder of Budapest," by Jack Esten, and has the sub-title, "Full Circle. It is the turn of the A.V.H. man to be marched through the streets to the cells."

On right—
WILLING HANDS HELP THE DUCHESS OF GLOUCESTER: She is assisted across a slippery patch during a visit to Sweden. This picture in the Sequence Category, "The Queen in Sweden," is by Joseph McKeown, of *Picture Post*, who received the second prize.

FINNEY'S POOL" AND "A TIGHT TURN": *Left*—Tom Finney skids on the waterlogged pitch and sends spray cascading over Bellett, the Chelsea back, at Stamford Bridge, London. The picture, by John Horton, of P.A.-Reuter, was awarded first prize in the Sports Category. John Horton, who was third in the same category in 1949, has now had his pictures chosen for five travelling exhibitions. *Right*—Jack Esten's "A Tight Turn" was taken during J. Davidson's training for the Olympic ski-ing events.

WARPLANES AT PEACE

Hunters of an R.A.F. Aerobatics Team; Ski-equipped Neptunes for Antarctica

On right—

HUNTERS CLIMB IN FORMATION : The first Royal Air Force aerobatic team of Hawker Hunters to consist of six aircraft climbs vertically in very close company before making a formation loop. This team consists of five Hunter F. Mark 4 planes of No. 93 Squadron which are led by the commander, Squadron Leader D. F. M. Browne, and one Mark 4 of No. 118 Squadron, flown by Flight-Lieut. K. Goodwin. The last-named is the second nearest to the bottom of the picture. Both these squadrons form part of the Second Tactical Air Force, which is based in Germany under Nato command. Two other aerobatic teams of Hawker Hunters gave displays in Britain and on the Continent during the summer. They were four aircraft of No. 43 Squadron and a team of four or five of No. 111 Squadron. Six is about the largest number of planes that can be used in a team, allowing for safety and a high standard of aerobatics. Aircraft performing evolutions must not get into each other's slipstreams, or collisions may follow. This hazard can only be avoided when more than about six are involved by "stacking" the participants one on top of another. This expedient prevents many complicated evolutions which call for a high degree of skill.

Below—

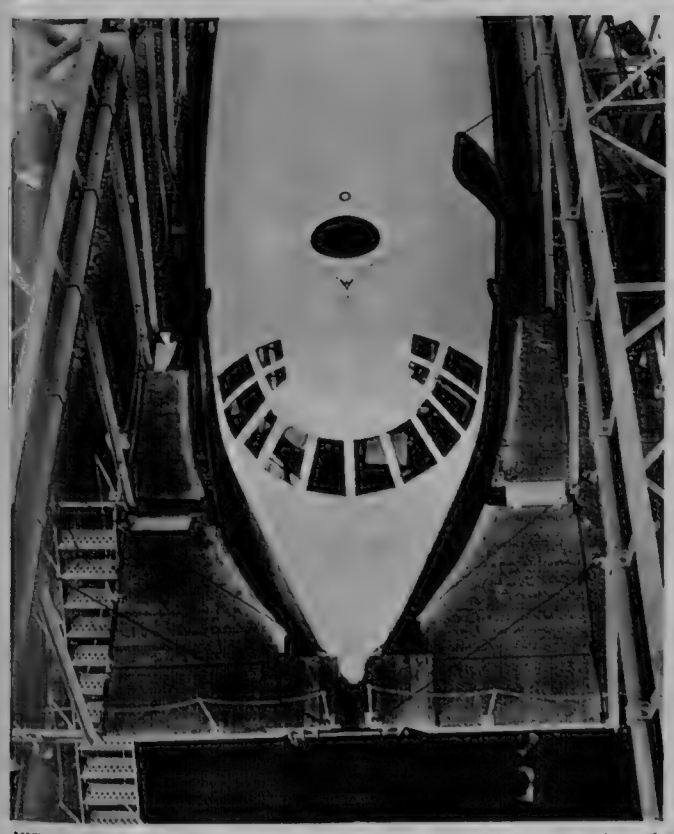
A PLANE ON SKIS : A Lockheed P2V-7 Neptune equipped with skis flies over California on its way to the Antarctic, where it will carry out aerial reconnaissance for the American base at Hut Point, Ross Island, in McMurdo Sound. Four of these long-range patrol bombers will be used by the Americans during preparations for their part in the International Geophysical Year, 1957-58. Each of the skids mounted under the main landing-wheels are 5 ft. wide and 16 ft. long. A smaller skid is mounted under the nose-wheel. All three can be retracted to allow landing on wheels. Large tanks in the wing-tips contain radar and searchlights as well as extra fuel. The elongated tail is constructed to house airborne anti-submarine detection equipment. Suspended beneath the wing is one of the two turbo-jet engines which are fitted in addition to two propeller engines to aid take-off and general performance. Apart from the base at Ross Island, the Americans will also be established at Little America Base 5, on the Bay of Whales. Supplies have already been landed at these two points, both of which are in the Ross Sea.

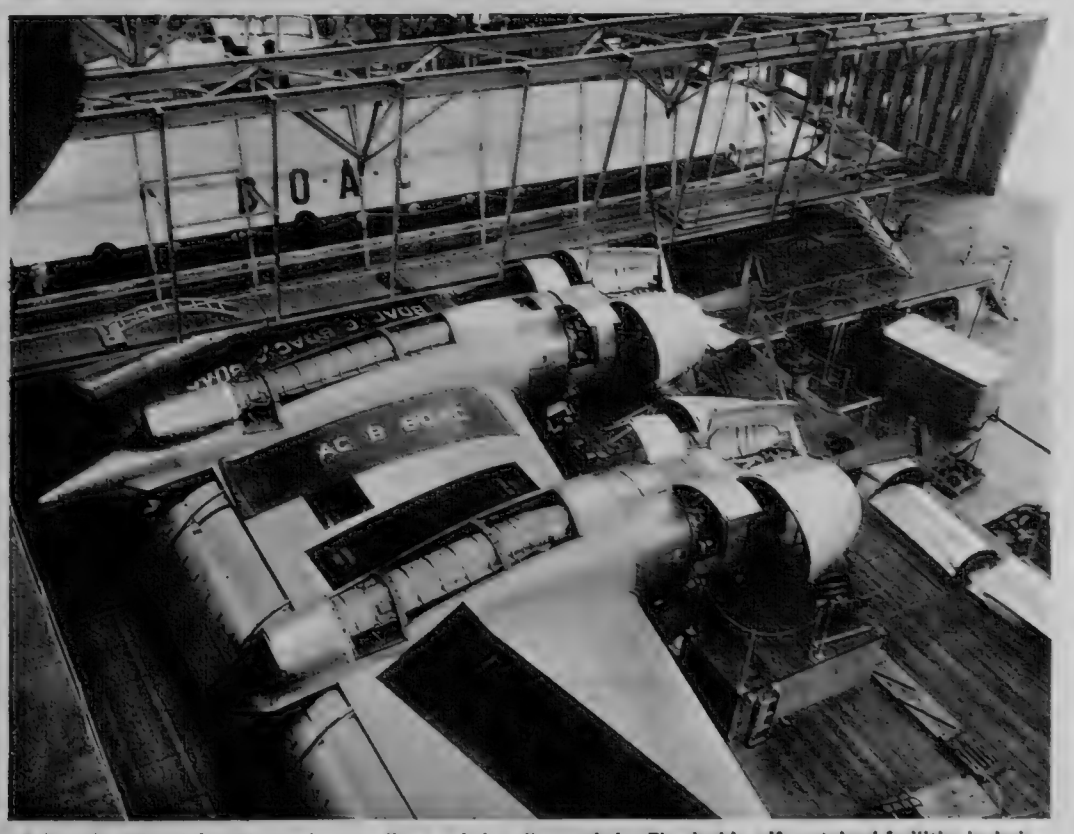
OVERHAULING THE BRISTOL BRITANNIA : One of Britain's most promising airliners lies in the maintenance dock at London Airport, used by the British Overseas Airways Corporation for making complete overhauls of different Britannia types. The dock consists of a series of platforms surrounding the aircraft, which enable engineers to service every point of it from any position. The plane is towed into position backwards through hinged sections of the dock, which open out to receive the aircraft, then close into position around it. The structure is 36 ft. high, the overhead platforms being suspended from the roof. An overhead gantry crane has access to any point in the dock.

AIRCRAFT IN "DRY DOCK"

B.O.A.C.'s Bristol Britannias are Overhauled in a new Maintenance Dock at London Airport

On left—
AN AIRLINER IN DOCK : The maintenance dock is built to accommodate the medium-range Britannia 103, but with minor adjustments it will also fit the long-range Mark 312. The tail section, 39 ft. above ground, can be reached by platforms at four levels.





VIEWS FROM THE ROOF : Platforms surround the big nose-section of the Britannia. *On right*—**The engine nacelles are being dismantled. The dock's self-contained facilities include water and compressed-air points. The platforms on both sides of each engine incorporate lifts which can be controlled by a workman without his leaving the platform. A maintenance control centre and a dozen telephones are situated on the dock so that engineers need not walk far to receive their instructions.**

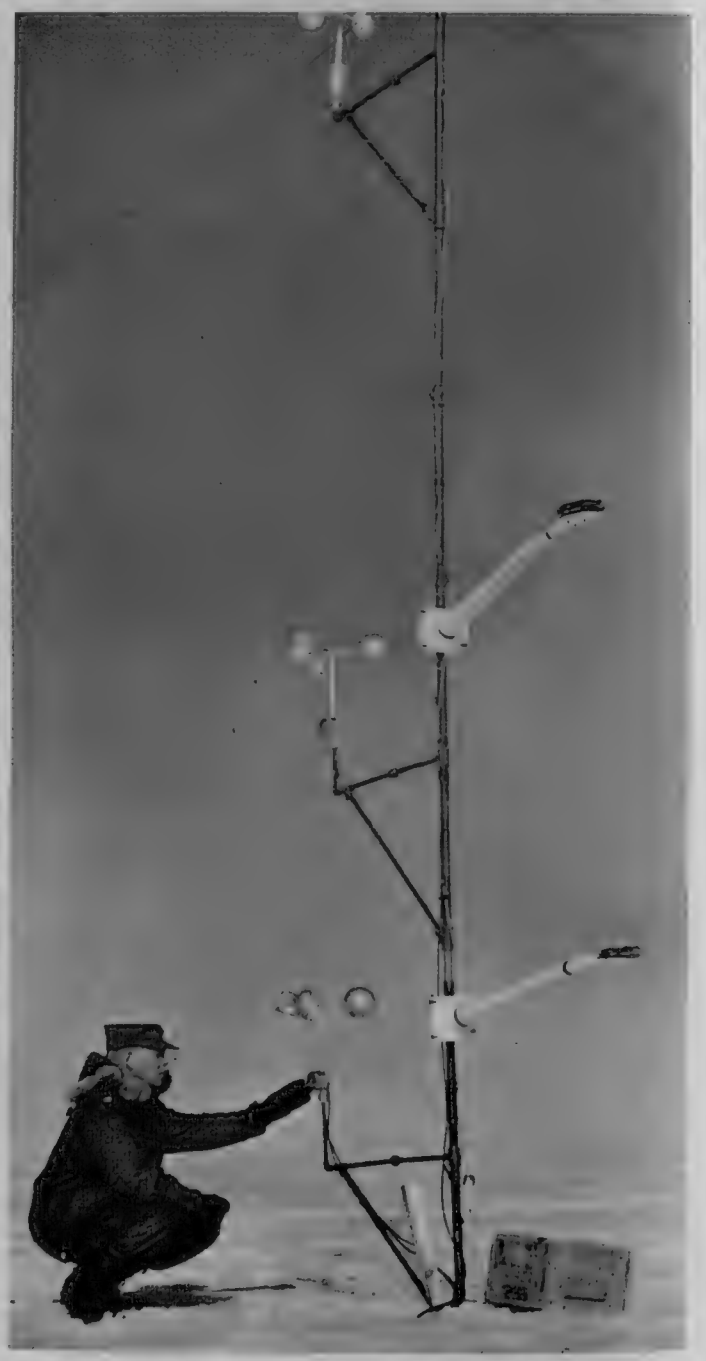
ENGINEERS AT WORK ON THE GREENLAND ICE CAP: An inspection team of the United States Army Corps of Engineers examines crevasse detection equipment being tested on the Greenland Ice Cap. An American task force is conducting extensive research in these Arctic regions in order to improve military operations in the Far North. The questions of movement and housing construction provide the primary problems that the engineers and scientists are endeavouring to overcome.

AMERICANS IN THE ARCTIC

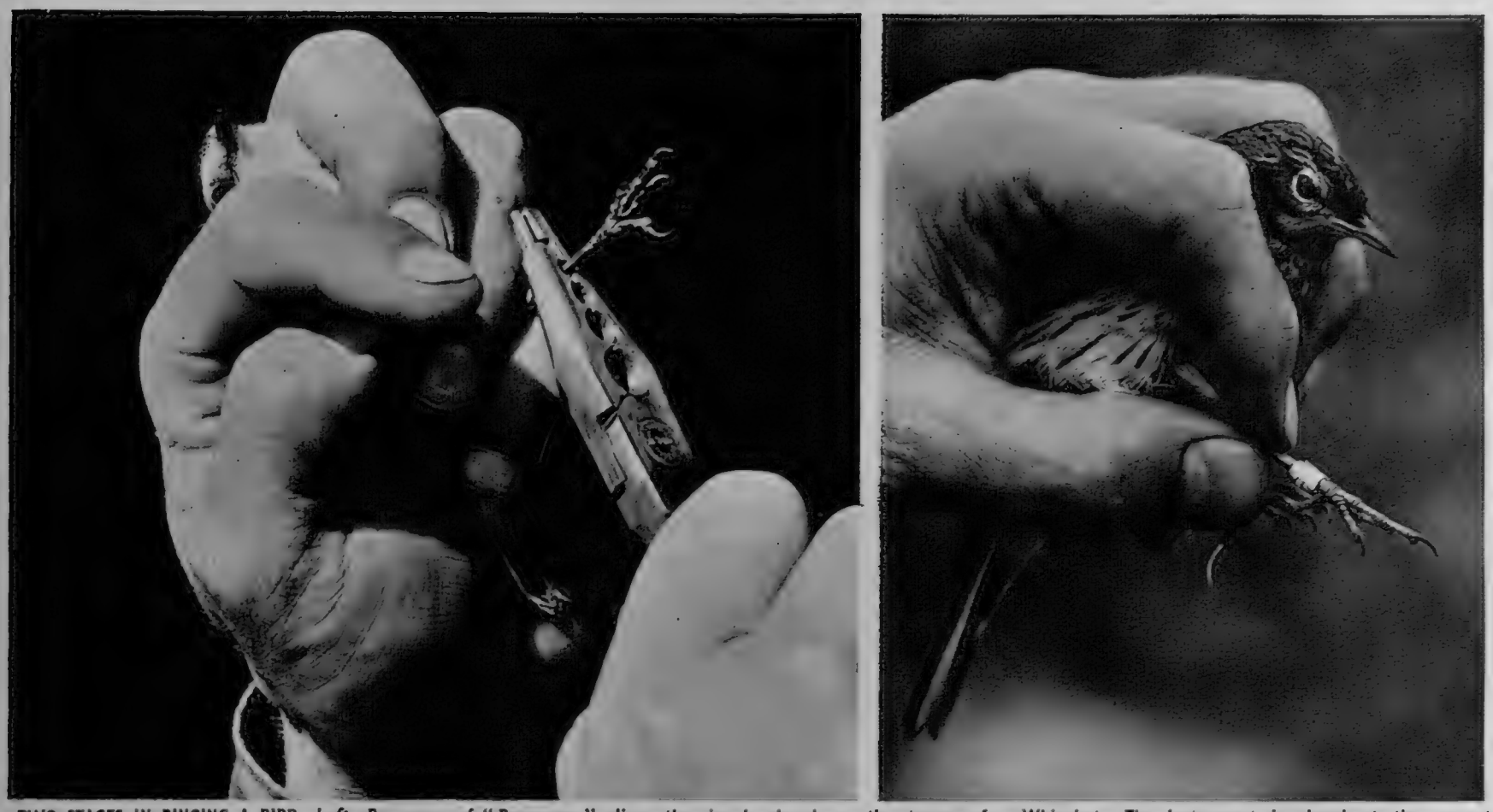
U.S. Army Engineers Carry out Research into Conditions Affecting Military Operations in the Arctic

The possibility of having to fight in the ice wastes of the Arctic in the event of another global war has led the United States Army to set up a task force of engineers to study the problems of military operations in the North Polar regions. The task force has widened its sphere of activity considerably since its inception and has teams both in the Arctic Circle regions of Alaska and on the Greenland Ice Cap. A complete military installation has been constructed in the soft snow plains of the ice cap which now serves both as a base for the engineer task force and for the United States Air Force North-Eastern Air Command. All sides of operations under Arctic conditions are being considered by the research teams both from the scientific and the strategical point of view.

AN ARCTIC HOUSE: Mr. Edward Lacapelle, a civilian glaciologist, stands in the doorway of a "Jamesway" hut constructed as a headquarters for the glaciologists exploring Lemon Creek Glacier, near Juneau, Alaska. The supplies in the foreground were dropped by parachute from U.S. Air Force planes.



CHECKING THE WIND VELOCITY: An engineer takes a reading from a wind velocity detector during studies on the Greenland Ice Cap. The problem of the Arctic winds has been one of the main difficulties.



TWO STAGES IN RINGING A BIRD: *Left*—By means of "Dungeness" pliers, the ring is placed on the tarsus of a Whinchat. The instrument is closed at the correct diameter in the appropriate hole and the method is both humane and effective. The pliers are used throughout Britain, which is an excellent area for checking habits of migrant birds. *Right*—A Tree Pipit is held after ringing. It is "boxed" in the holder's hand, with its tarsus between forefinger and thumb.

BIRD RINGING IN BRITAIN

The Growth of Interest in the Millions of Migrant Birds which Pass Through Britain has led to Bird-Watching Becoming a Widespread National Pastime

By H. E. AXELL—With Photographs by ERIC HOSKING

BRITAIN is favourably placed to act as a stepping-stone for millions of migrant birds whose breeding areas are in North-West Europe or beyond the Arctic Circle and whose winter quarters lie thousands of miles to the south or south-west. The passage of these northern migrants and the seasonal arrival and departure of our summer and winter visitors has been little more than a subject for speculation until quite modern times.

What are the countries of origin of the hordes of Starlings, finches, thrushes and crows that arrive on our coasts each autumn? Where do our summer visitors—warblers, martins, Cuckoos—spend the winter? What routes do they take? How long on the journey? How long do the various species *live*? These, a few of the many mysteries of bird migration, are some of the questions to which answers are now being found by marking birds with numbered rings on their legs.

An organised scheme of ringing by ornithologists was begun in this country in 1909 by Professor (now Sir Arthur) Landsborough Thomson and in the same year the late H. F. Witherby began a scheme in which subscribers to his magazine *British Birds* co-operated. The rings at present in use are of light aluminium and of various sizes for the different species. They are stamped with a number and "Inform Brit. Museum London SW 7." This is an abbreviation for the address for the headquarters, in the Bird Room of South Kensington's Natural History Museum, of the Ringing Committee of the British Trust for Ornithology which now controls the scheme in the United Kingdom.

Many other countries throughout the world operate ringing schemes and several are government-controlled. The Soviet Union is an example and so is America where the method is called "banding."

In our own country, the post-war growth of interest in birds has been so extraordinary as to lead an American nature-writer to claim that bird-watching in Britain is almost a national pastime. To cater for this healthy thirst for ornithological knowledge, an increasing chain of bird observatories and ringing stations is arising. In them keen amateurs can stay at low fees. All of these stations are situated at strategic points on the coastal routes of the vast streams of birds which follow our shore-lines and are concentrated on islands and promontories during their spring and autumn migrations.

British bird observatories were responsible for nearly a quarter of the 126,000 birds ringed in this country in 1955 and this total will be greatly exceeded when the total is published for this year. To date, 570 licences have been issued to ringers who have received training from experts and proved their ability to identify and handle nestling and adult birds with very necessary care.

Information about the migration and longevity of birds obtained through the ringing method must be quantitative to be of value. Thus the marking of a large number of birds is vital to the scheme and especially so because the recovery rate is low—a fraction of 1 per cent. in the case of warblers and other small birds. For example, the Whitethroat, one of our most common warblers, is trapped in the greatest number at Dungeness Bird Observatory, Kent, where, in the past four years, 3,450 of this species have been ringed. Of these, eleven have been recovered in the Iberian Peninsula on their autumn journey to winter quarters in Africa, thirty-one have been retrapped at Dungeness between one and four years later and only two have been found, in the breeding season, elsewhere in Britain.

BIRD OBSERVATORIES OF BRITAIN: The map indicates the principal bird observatories in the British Isles. They are placed at strategic points along the coastal migration routes which are shown by the arrows. About half are on small, remote islands where birds may be readily observed and counted. Others, like Spurn and Dungeness, are on promontories where streams of birds are funnelled. Often the beams of a lighthouse will attract large numbers of the migrants.

One of the reasons for the continued increase in ringing activities is that the trapping of birds is itself exciting and satisfies one's hunting and collecting instincts in the most useful and harmless way. Not only is there the chance that the ringed bird may eventually provide some important information about its life-history, but the opportunity is offered of making a close examination of the living bird in the hand.

Laboratory examinations of birds at observatories include detailed plumage descriptions, the removal and identification of ecto-parasites and measurements (the sexes of several species may only be told by wing length). Many birds are weighed to discover their weight-loss after long journeys. On the scales they are placed in cotton bags or slipped into tubes of plastic or paper to prevent their wings flapping.

Under expert direction, trapping, handling and ringing is done with such care as to cause little inconvenience to the bird and to have no influence upon its future behaviour. The most successful and widely-used trapping technique at ringing stations is to coax the birds through a line of bushes or other low cover into the open end of "Heligoland" traps. These are large wire-netting funnels up to 40 ft. wide and 12 ft. high at the mouth and 60 or more feet to the curved, narrow end where a collecting-box has a glass panel which appears to the trapped birds to be a way of escape.

In the case of very small species like Goldcrests and Chiffchaffs, the ringing of birds requires a degree of skill which is generally soon acquired. Because birds have high temperatures and a high pulse-rate, they must be handled delicately, yet with confidence, so as to cause the minimum of shock to their nervous systems. The

(*Continued on following pages*)

ONE OF BRITAIN'S MOST COMMON WARBLERS IN FLIGHT: A Whitethroat is in flight with the ring on its tarsus. In the past four years 3,450 of this species have been ringed at the Dungeness Bird Observatory in Kent. Of these, eleven have been recovered in the Iberian Peninsula and thirty-one have been retrapped at Dungeness one to four years later. Ringing must be quantitative to be of value.

THE SONG THRUSH: This is a British resident, which only emigra to France and Spain in unfavourable weather. Migrants the greyer—paler-breasted—species are trapped in Brita

A COLOURFUL MIGRANT: The male Redstart is black-faced, wi white and grey head, chestnut breast and red tail. T bird summers in Europe and winters in parts of Afric

FOLLOWING THE SUN: The Whinchat is a British summer resident. British ringed birds have been recovered in Spain and Portugal en route to their African winter quarters.

BIRD RINGING IN BRITAIN

(*Continued from previous page*)

common method is to hold the bird with its back against the palm of the hand, the fingers and thumb forming a "box" which gently holds the wings against the body. The ring is fitted so that it is not so loose as to slip over the hind claw but is just free enough to be moved up and down and round on the bird's tarsus.

To facilitate this process, one observatory has designed special pliers, now widely used in this country and also abroad, which incorporate a ring-shaping device and a series of holes for closing the smaller-sized rings. Especially strong rings for birds like Gannets, Herons and the larger gulls have their ends closed in a flange-clip to prevent removal by the birds' powerful bills.

One of the most important of the many hazards faced by birds on their long migration flights is a sudden deterioration in weather. Strong adverse winds, rain and overcast skies at night, may cause large flocks to be held up or to lose their ability to orientate and drift off-course, down-wind. Spectacular "rushes" of birds result on our shores from these conditions.

One such was when thousands of Robins from over the North Sea arrived on our East Coast in early October, 1951. Hundreds were trapped at the observatories and ringing eventually proved many of them to have moved on to France, Spain, the Balearic Islands and, remarkably, to Italy, where a bird ringed at Spurn, Yorkshire, on October 3, was recovered at Livorno on November 12.

A north Scandinavian passage-migrant now being ringed in increasing numbers at ringing stations is the Bluethroat. This year has been an unusually good one for this rather uncommon species and about thirty have been trapped on their autumn passage. Another and quite common visitor from Scandinavia, the Redwing, spends the winter in this country but, as shown by ringing, extends its range still farther south to France and Spain when our winters become exceptionally hard.

"Killed by cat" is a frequent note on the recovery-advice sent from the Ringing Committee's headquarters to both ringer and finder. The Starling, one of our birds ringed in the largest numbers, is a bold feeder and so many meet their ends near houses that the ring recovery rate is as high as 10 per cent. Starlings have been found in Britain with rings from all the Scandinavian, Baltic and other north-west European countries, and from Russia as far east as Moscow. Millions of these foreigners spend the

SIZE OF THE BILL : The British Great Tit, seen here, lives in many parts of the country. Migrants of this race from the Continent are identified by their smaller bills.

AUTUMN VISITOR TO BRITAIN FROM NORTHERN EUROPE : Redwings, many of them ringed in Iceland, arrive in large numbers to pass the winter months in Britain.

'BUTCHER BIRD" : A Red-backed Shrike is released after being ringed. It is nicknamed the "butcher bird" because of its habit of impaling food on thorns.

er in this country whereas British-bred birds, as enced by ringing, are comparatively sedentary. t is generally the case that the smaller the bird the less its chances of recovery. Of forty-six migrant Gold-s, our smallest birds, trapped at Dungeness this autumn, ringed on October 20 was recovered at Bordon, Hamp-, one week later. The only other recovery of this es was more noteworthy: one which had probably just sed the North Sea, was ringed at the Isle of May Bird ervatory on October 23, 1952. This bird was found in stein, Germany, on February 8 of the following year, markable journey for a bird which weighs only about rammes.

Overseas, vast numbers of migrant birds of all sizes warblers upwards are killed for food, and where the overy is accurately reported, provide useful recoveries nged birds. An unusual case was that of a British-d Cuckoo shot by bow and arrow in an African le by a native who afterwards wore the ring as a charm.

A "HELIGOLAND" TRAP IN SOUTH WALES : The apparatus, erected on Skokholm Island, consists of a long wire funnel and glass-panelled catching-box. The birds fly in the opening to the funnel (on right) and inside the wire to the box (left). The trap on Skokholm is sited at the head of a gully where migrant birds seek shelter on the rocky coast. The device, in wide use among ornithologists, was first constructed on Heligoland.

On left—

A MIXED CATCH OF WARBLERS : Whitethroats, a Lesser Whitethroat, and Willow Warblers are in the catching-box on a Heligoland trap at Dungeness Bird Observatory, in Kent. The birds are removed through a sleeve (on right of the box). In this case it is part of a leg of an old pair of trousers.

WEIGHING A SWIFT : The bird has been slipped into a plastic tube to prevent its wings flapping. Observatories weigh birds to discover the loss of weight due to long migration journeys. By such records and by ringing hundreds of thousands of birds annually, British ornithologists obtain much valuable scientific information.

OUR HERITAGE IN DANGER

The Fate of Private Art Collections and Great Estates and the Consequences to the Whole Nation

By JOHN GORE

PRIVATE ART COLLECTIONS AND THE EXCHEQUER.—One by one, the great houses of Britain pass from private to public or semi-public ownership with their assets. In 1947 the late Lord Leconfield handed over Petworth House to the National Trust, together with 750 acres of parkland and an endowment exceeding £300,000. The conditions assured that the family of Wyndham should continue to occupy a part of the huge house. By family arrangements, the present Lord Leconfield is not concerned with the inheritance, and his next brother, Colonel Edward Wyndham, passed on his rights to his surviving son, Mr. John Wyndham, who now occupies the south wing. The "opening" of this treasure-house of works of art, largely collected by the Percys, the proud Duke of Somerset and the third Lord Egremont over centuries, was performed by the present Chancellor of the Exchequer. At that time the treasures were the property of Mr. Wyndham, but huge death duties still remained to be paid. And recently more than £500,000 of this debt has been discharged by the transfer to the Inland Revenue of a third (the best third) of the 600 pictures, including almost all the Turners, a famous Claude, Rubens, Rembrandts, Van Dycks, Hobbemas and Gainsboroughs, together with sculptures, including Praxiteles' "Aphrodite," books and furniture. The collection will remain at Petworth, the Exchequer's share and Mr. Wyndham's residue being loaned by the owners to the National Trust. It is the best arrangement in the circumstances. The director of the Victoria and Albert Museum and Sir Anthony Blunt will see to the maintenance of this superb collection.

Some weeks ago there was a sensational story of another "treasure-house," this time in Scotland. Dunimarie Castle, Fife, known as "Heartbreak Castle," was reputed to contain treasures worth £1,000,000. It is not quite a treasure-house, perhaps, of Petworth proportions and the £1,000,000 is perhaps a fancy figure. The story of its acquisition in mid-Victorian days by Mrs. Sharpe read like a Victorian novelette. On her death, in 1872, the castle was turned into a museum, and in 1954 burglars stole from it a quantity of jewels and other valuables which recently the C.I.D. detected and dug up at Fulmer, in Bucks. "Heartbreak Castle" is to-day falling into decay. As a museum it is neglected. Its treasures may be exaggerated, but its contents are certainly of great historic and artistic importance, and the Scottish National Trust and other authorities are, I hope, concerting measures to save the best from the wreck. Here are haphazard recent instances of two kinds of "museums"—the live and the dead.

—And of Great Estates.—There is, of course, a limit (set by quality) to the acceptance on behalf of the taxpayer by the Inland Revenue of private art treasures in lieu of cash. No such questions arise, of course, at Petworth, where the transfer sets at rest some of the chief anxieties of art-lovers over the loss of national treasures to America and elsewhere. But the Treasury is very meticulous in its decision to accept or to refuse works of art in lieu of money, for it is a trustee of our money and of our taste. Taxed as we are, there is a limit to museumisation in lieu of tax relief, and only selection of the very best can justify the expedient. There is, however, another aspect worth considering. These great art collections usually owed their importance to the wealth of great landowners in old days when land produced wealth and when the Continent of Europe cheaply yielded its treasures to British patrons.

There are still many oppressed taxpayers to-day who would cheerfully accept a lower standard of quality in acceptance of treasures in lieu of cash, if by that means it could avoid the ruthless breaking-up of what is left of great estates. Unfortunately, it is not always so. So grievous is the incidence of Estate Duty that art treasures cannot cover the whole debt, with the result that the land must be sold also, and the hideous process of destroying some of the sweets of country life and of the suburbanisation of what remains of our heritage proceeds apace. We do not want a museum in every *suburb*. When a great house becomes a museum, we prefer that its surroundings shall be preserved also, and that as far as possible it shall remain a family home and continue its great traditions of trusteeship in the fields of culture and agriculture and public service. That trusteeship flourished at the Vyne, the latest of these great houses to be handed over this year to the National Trust; and, sad to say, with no condition of continued family occupation.

A Fine Record.—Though I do not think that nationalisation of the land would be to-day a very vote-catching plank in a Socialist election platform, only a minority of the nation would wish for, and only the besotted optimists expect, a return to the age of privilege with three-quarters of the country's acreage in the hands of a handful of its citizens. The Premier's idea of a "balanced society" envisages neither the State nor a few privileged persons as principal landowners. But the record of our great landowners in the last 200 years is, by and large, a worthy record and it deserves to be written by a fair-minded and skilled historian.

Agriculture, local government (not to speak of statesmanship), and the civilising influences of art and manners owe a vast debt to the sense of duty of a majority of these landlords, great and not so great, generation after generation interpreting the conditions and fashions of thought of their periods with quite a high sense of trusteeship. Such men as Coke of Norfolk and the third Earl of Egremont, among a dozen as famous, were pioneers of agriculture. When local government evolved from the conduct of local affairs by justices, many of the great landowners gave ungrudgingly their time and services unpaid, and have continued to do so as long as they could keep the roof of their great houses and manors over their heads. Long before National Galleries were planned, they were filling their houses with works of art and freely throwing open their galleries to the public which showed interest. Critics of privilege constantly cite the strength of their entrenchment in privilege; main roads diverted lest they infringed private parks and coverts, railway stations inconveniently sited for the same purposes, land retained against demands for building sites, unhealthy cottages, breeding-grounds of rheumatism and consumption, a patronising charity and the conjunction of luxury and penury living shoulder to shoulder. Partisans invariably judge the actions of past generations by the standards of thought and by the customs of their own day, and that makes condemnation an easy matter. The witness for the defence is never called. He lies buried in the country churchyard where the rude forefathers of the hamlet sleep. In their lives they were by no means embittered and violent critics of their landlords.

They lived hard, narrow lives, their landlords lived in luxury and enjoyed change and recreation. But they recognised a good landlord when they met one, they were conscious of his wholehearted support for their way of life and means of subsistence, and they were with him in his hereditary and hard-fought battle to preserve the integrity and the amenity of country life. As late as a century-and-a-half ago, village communities still looked to their manor house for contact with the outside world and with new ideas in every field of human interest. It may be disagreeable to the notions of our new democracy to accept the fact that for the best part of the last two centuries the great house and the manor house were the sun and shield of their neighbourhoods, and that from them flowed the bulk of the impetus and influence in matters of industry, culture and recreation. Victoria Sackville-West in her *Edwardians* gives a very true and impressive picture of the co-operation between landlord and his employees and tenantry in the last days of the system which had worked so long and so reasonably well. There was pride and loyalty on both sides, local pride, pride in the great house, the responsibility of a trust supported by trustfulness and loyal service. The chief offices on the estate were hereditary, the servants were recruited from the estate and village families. The big house belonged to them all.

Privilege Goes—Experience Remains.—The First World War gave the system the *coup de grâce*, but the end was in evidence earlier and was hastened by the internal combustion engine and by the decline in recognition of the landlord's trusteeship in the Edwardian age of showmanship and the "new-rich" landlords. Crippling taxation since then has well-nigh completed the revolution, and all too quickly. For the influence for good and the impetus towards sure and practical evolution exerted by landowners remained (and still remains) invaluable long after their privileges and power perished. Their centuries-old experience of country matters and country-folk is as necessary to-day as ever it was, or more so. For English country life and our heritage are suffering fearful damage from the too-hasty and ill-informed plans and decisions of men with urban minds and from bodies and authorities whose functions overlap or contradict each other. Fitness, beauty, local characteristics, life itself, are being swiftly knocked out of the countryside, and a dreary suburban uniformity is replacing them.

The old hardwoods are replaced with alien pines, the hedgerows yield to barbed wire, the down turf is destroyed, the lanes and by-roads are given over to car rallies and speed tests. Wild life is almost extinguished, the farmers and the foresters are out to exterminate even the rarest of our native fauna. Only the jays, the magpies and the grey squirrel escape the pogrom, and the bulk of what shooting survives is in the hands of farmers who too often spare neither age nor sex nor limit the range of fire.

THE GRINLING GIBBONS ROOM, PETWORTH HOUSE: Considered one of the best examples of Gibbons' skill, this State apartment is one of the architectural splendours of Petworth House, Sussex. In Horace Walpole's opinion the carvings remain the artist's "most superb monument."

Certainly a country walk in many southern counties to-day is no more rewarding to a countryman than a saunter on Clapham Common. Perhaps these are small matters, petulantly interposed. This island must contrive to legislate for a population twice as big as it can support or comfortably accommodate, and nothing can justify preponderant space and amenity for a small minority. But the country is as vital as the towns and cities, if we are to support half our present population with home-grown food, and it is shortsighted policy, in coping with immediate economic needs, to dispense with great and long experience of country ways and means which was never more valuable than to-day in guiding and controlling the evolution to a new system.

In my own experience in several counties, I have found that that evolution proceeds smoothest, most wisely and with least dissension where the squire, or great landlord, is still resident, even if he occupy but a few rooms in his house or has moved to a lodge, and still retains a part of his acreage and with it his interest in and influence over his neighbourhood. The happiest villages seem to be those which still "think no shame" to look to some leadership and advice from their squire on a score of matters of common and local interest. It is surely the plainest common sense to use, as long as it is available, his experience, acquired continuously over generations of time, of country life and country ways, if the hasty notions of urban-minded bureaucrats are to be more carefully harmonised with the habits and likes and dislikes of countrymen. For that tradition and that experience in their widest and most vital sense embrace culture no less than agriculture and take note of local conditions, local prejudices and pride, and counsel that fitness and patience in reform so essential to rural evolution.

THE MARKET-PLACE IN HARLOW: In these pictures crowds of shoppers are seen buying Christmas fare from the open market stalls in the new satellite town of Harlow, in Essex. The open-air market was set up in May of this year and is open on each Tuesday and Saturday during the Christmas season.

CHRISTMAS MARKET IN HARLOW

An Old Custom in a New Essex Town

The birth of Harlow as a satellite town was part of the wider plans for the decentralisation of the surplus population from London and the relief of the congestion in the boroughs. Now that the housing schemes have reached an advanced stage it is difficult to remember the little town of Herlagh, Chipping Harlow or Harlow Abbots as it has been variously known throughout the centuries, which once stood on the Cambridge Road about twenty miles north of London. Yet a community spirit is growing in new Harlow and a wealth of societies have come into existence to keep pace with the new schemes. The town already has a Housewives' Club, a Horticultural Society, a Parent-Teacher Association, dramatic societies, works clubs, sports clubs, and a branch of the Workers' Educational Association.

REFITTING THE "CUTTY SARK"

The Old Clipper, with Gardens Around Her, will be Open to the Public Early Next Summer

The *Cutty Sark* was one of the most famous of Britain's clippers in the latter part of the last century. After her great career, in which she established many remarkable speed records in the Australia-England grain races, she became a training ship for naval cadets. When finally her long and distinguished life seemed over, the Cutty Sark Preservation Society (now the Cutty Sark Society) took charge of her. A special dry-dock was constructed for her by the side of the Thames at Greenwich. There she lies to-day, in her final berth, with her prow looking over the river.

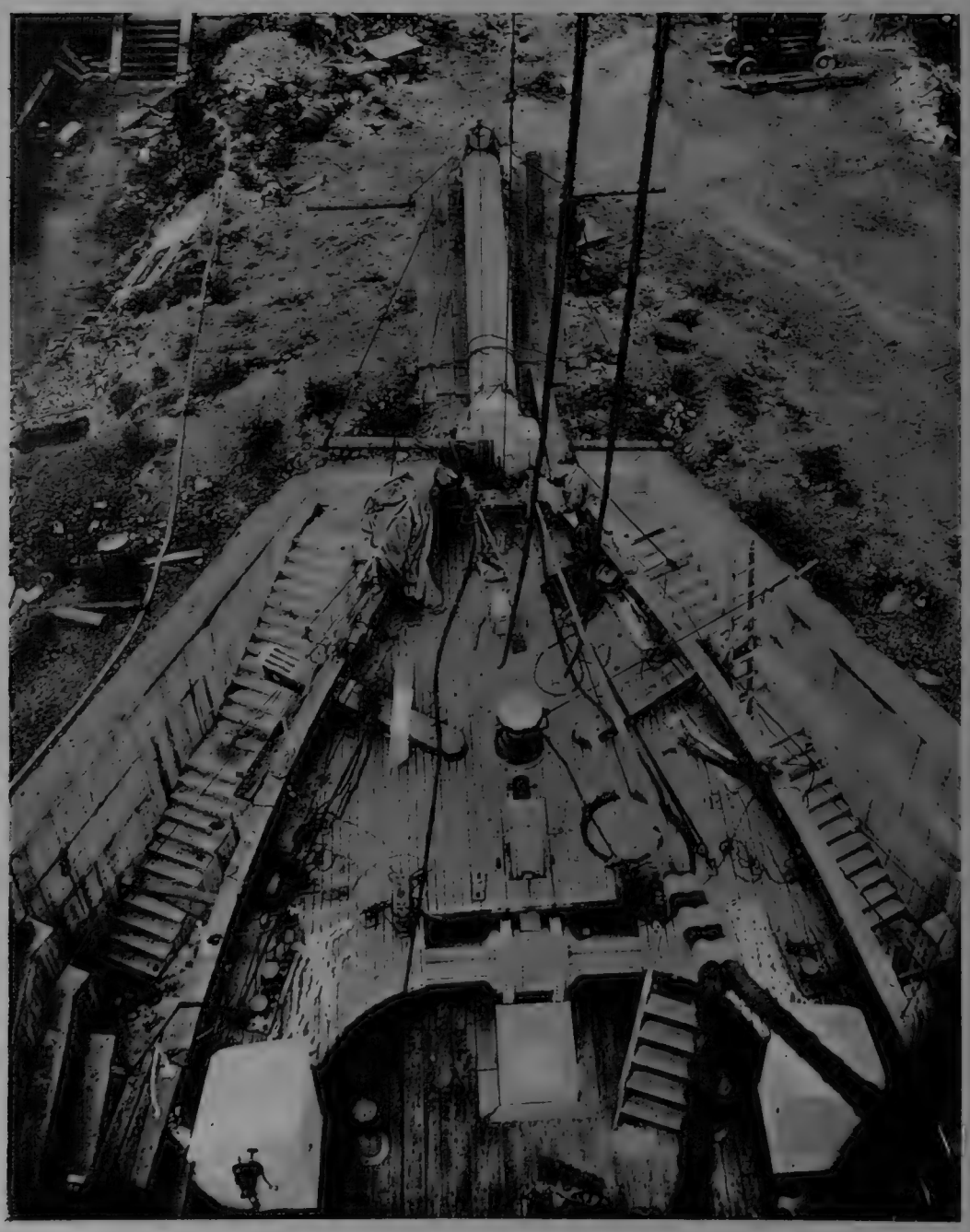
The clipper is to be a permanent memorial to the Merchant Navy. To enable her to fulfil this role properly, she is being completely refitted. Much research has been undertaken into her original lines and it is intended that the ship lying at Greenwich shall look as much as she did "in her heyday on the high seas" as human hands can make her.

Masts, rigging and the complexity of gear, with which the old mariners took their ships through the most furious oceans without modern navigational aids, will all be reconstructed, although some of the materials used will be modern. Steel is being employed for the topmasts, topgallants, mizzen spanker boom and many of the yards. Terylene is being supplied for the running rigging by Imperial Chemical Industries.

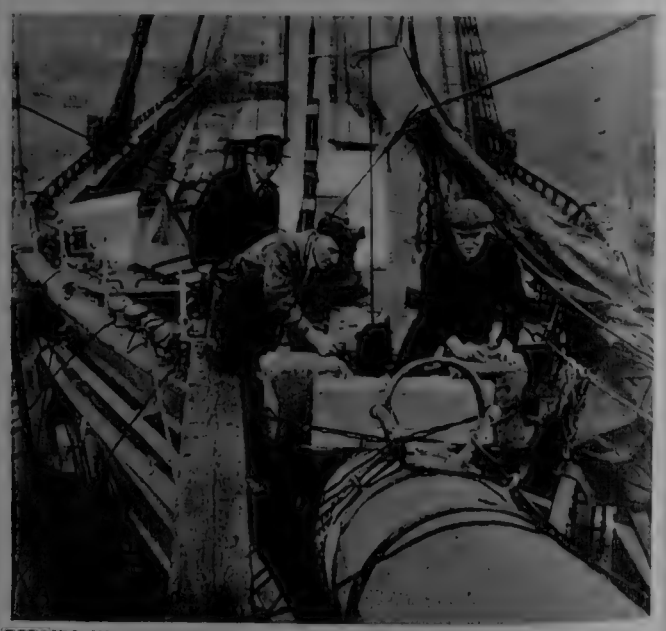
Attention has also been paid to the surroundings in which the great ship lies. Last month the L.C.C. approved a proposal for the design of an open space of 1⅛ acres round the *Cutty Sark's* dock. In this are now being laid out paved steps, tree-lined walks and flower-beds—they are, incidentally, part of the Council's scheme for an extensive riverside open space, upstream from Greenwich Pier. It is hoped that both the refitting of the *Cutty Sark* and the construction of the surrounding gardens will be completed by next May.

On left—
THE MIZZEN MAST OF "CUTTY SARK": Riggers are working 100 ft. up to fix stays and shrouds in refitting the famous eighty-seven-year-old clipper of the grain races.

PREPARING THE MERCHANT NAVY'S MEMORIAL: Cutty *Sark* lies in her dry-dock at Greenwich. She is being restored as nearly as possible to her original condition for a permanent memorial to the Merchant Navy. Around her, gardens will be laid out.



A NEW DECK: The lower hold is a new deck which is being fitted out in the clipper for exhibition purposes. According to present plans, *Cutty Sark* should be open to the public by next May.



REPAIRS IN PROGRESS: Work proceeds on the knighthead of *Cutty Sark*. *On left*—The shipwrights are seen at the knighthead at the forward end of the foredeck. Beyond the clipper is part of the site at Greenwich which is being transformed into surrounding gardens by the L.C.C. at a cost of £23,000.

THE WESTERN AVENUE (A.40) IMPROVEMENT PROJECT: The existing 30-ft. carriageway of this major approach road to London from the west is being replaced with twin 30-ft.-wide carriageways separated by a 10-ft. central reservation. The work is being carried out in two stages, and stretches overall for a distance of about 3½ miles between Victoria Road and Greenford Halt. In this picture the road bends out of sight in the direction of Park Royal Station. A pedestrian footbridge at Allen Way will be replaced with a similar structure spanning both carriageways. The work along the Western Avenue forms part of the plan announced by Mr. Harold Watkinson, M.P., Minister of Transport and Civil Aviation, earlier this year, to improve London's approach roads. The plan also includes five other road improvements in outer London, and together they are expected to cost £1,500,000.

BETTER APPROACH ROADS for LONDON

Work Goes Ahead on Two Thoroughfares as Part of the Road Improvement Scheme

A FURTHER STRETCH OF DUAL CARRIAGEWAY FOR THE A.1: A residential area along the Watford Way, on the borders of Edgware and Mill Hill, where the contractors are preparing the way for the dual carriageway. The section extends for 2,000 yards between Mill Hill Circus and Page Street Roundabout. Two years ago twin carriageways were constructed between Apex Corner and Mill Hill Circus, and it is hoped to start another scheme during the present financial year to extend the improvement 3½ miles southward to Finchley Road, Hampstead. In the present scheme lay-byes are being provided for heavy lorries as well as waiting bays at bus stops. The reinforced concrete bridge carrying the road over Bunns Lane and the Midland Region railway is to be widened to accommodate the two carriageways. The bridge works will cost £36,000 and the rest of the road reconstruction work £215,000. Watford Way is a common length of the Watford and Barnet By-passes.

On right—

MOVING BACK AN EMBANKMENT: The men are excavating part of the embankment by Mill Hill Park, to widen the road. In 1954 the census revealed that the highway was used by an average of 20,000 vehicles each day.

A BLOOMSBURY POTTER: Mick Casson is seen through the window of his backyard "throwing" room as he fashions a large storage jar. The "kick wheel" being employed is revolved by means of a foot pedal. The pottery is behind the Bloomsbury ironmonger's store which Mr. Casson owns jointly with his brother.

PREPARING GLAZE: Mrs. Sheila Casson prepares litharge for dipping the recently "fired" bottle held by her husband. The glaze is a liquid form of raw lead and tin. It dries after a few minutes. The vessel is then ready for decorating. Afterwards it is returned to the kiln again and emerges with an opaque white finish.

AN EVENING CLASS ENTHUSIAST: A plate made with a rolling-pin is decorated by Mrs. Wallis. She is a student at the Greenford Evening Institute.

LONDON POTTERS

By EDWARD FIELD

Christmas is the Busy Season for Craftsmen and Evening Class Students

Photographs by W. G. DAVIS

THIS is the season when the boom in pottery, which has been growing for the last five years, is most in evidence. In the big London stores, in tiny shops in back streets, and even in some public houses there is a constant sale for "contemporary" mugs, dishes and the perennial "piggy bank."

Much of this work comes from the large commercial firms, and an increasing amount is imported from France and Italy, but discerning buyers look for the individual work of the number of small potteries that have sprung up during the past few years. The kiln is often in a garage, an outhouse, or even in a kitchen and the potters make the main part of their living in a variety of ways. One runs an ironmonger's shop in Bloomsbury; many spend their evenings teaching their craft in Evening Institutes where the boom has made the pottery class one of the most popular.

The reasons for this interest in ceramic work are partly connected with things people have seen on television and partly a reaction to the dullness of wartime wares. But as far as the housewives who fill the evening classes are concerned, their interest is due to the discovery that it is possible to make something durable with comparative ease and to render permanent some esoteric family joke. For instance, one evening class learner is making a series of plates which he is decorating with matchstick drawings of his family. The students find they need little formal instruction before turning out work of their own, so these classes provide practical opportunities to make things with expert advice at hand rather than lessons in theory.

MAKING A CHRISTMAS PRESENT: Another pupil at Greenford, Mrs. Salmon, works on a dish for displaying cut flowers. She started classes this term. Pupils pay only for the cost of materials in addition to their tuition fee of one pound a year.

On left—
FINAL INSPECTION: Maiolica ware is removed from the kiln by Mick Casson. These pots have been glazed with raw lead which also contains tin. They have been fired at a maximum temperature of 1,100 deg. C. in an electric kiln which is capable of heats up to 1,250 deg. C. Mr. Casson is experimenting with other methods of glazing and firing.

USING A MOULD: John Marlowe, an instructor at Greenford Evening Institute, pouring "slip" (liquid clay) into a plaster of Paris mould to make a "piggy bank." Since plaster of Paris absorbs water, the clay on the edge of the mould dries and becomes solid. *On right*—The instructor examines some examples of his own varied styles. Like many similar artists, the money from evening classes allows him to continue to produce high-quality work in his spare time.

The people who instruct in the classes and sell their wares to the big stores (Liberty's, for example, buy from more than twenty individual potters) are mostly extremely conscious of their craftsmanship and regard the mugs and "piggy-banks" as rather time-wasting bread-winners. The Commissioners of Inland Revenue have indirectly added their weight to high standards of individual workmanship and to the multiplication of very small potteries because they insist on charging purchase tax of 30 per cent. on the work of all potters who sell more than £500 worth a year.

When this ruling came in several months ago many small potters who were devoting all their time to making pottery were forced out of business, for potters have found that they can either work on their own and preserve high individual standards or simply become directors of small factories turning out second-rate stuff. There was the case of the potter who had made a cast of a small head. A visitor looked at it and suggested that with certain modifications these heads could be made into spouts for bottles. He asked if the potter could make a number of them, to which he agreed, thinking that the order would be for about a dozen. It was, in fact, for 40,000.

The order was rejected and this potter is still keeping within the £500 limit and managing, except at this "rush" period, to experiment with his own ideas. The attitude of many individualists is "After Christmas, I make no more popular stuff but concentrate on my own work." But next year the necessity to make extra money will return.

Since this is a recent fashion which still contains a large "boom" element the disparities in price among the various potters and stores is enormous. In one store a popular bottle shape with no decoration which has, to the expert eye, been turned out rather rapidly, sells for nearly £3; in another shop, a similar, but much better produced article is on sale for 17s. 6d. Thus it is difficult

AN EVENING CLASS IN FULL-SWING: At Greenford, Middlesex, evening classes are held in the art room of the local Grammar School. Mr. Marlowe, who teaches art there during the day, Miss Winter (centre) and Miss Waters help evening students. Among evidence of the day's activities, on the extreme right, are papier mâché "Roman" helmets for a Nativity play. Pottery classes are held at Greenford on three nights a week and are attended by about ninety students in all.

THE ART OF "THROWING": A demonstration of the process at the wheel is given at Greenford Institute by Helen Waters. She had taken only about three minutes to get the pot to this stage from a conical lump of clay. Beginners usually find this a particularly difficult process to master.

POTTERY IN A LARGE STORE: Strong colours characterise the work of Pamela Nash which is being displayed here by an assistant at Liberty's. The pottery showrooms, opened by this store earlier in the year, have contained the works of between twenty and thirty craftsmen potters of varying styles. These compare favourably with factory-made wares and products from France and Italy.

for the public to form standards of artistic worth and there is a danger to all small potters that prices will get too high and force them off the stalls because buyers will not pay high prices for something that they are not sure about.

Like all booms, this desire for "gimmick" pottery has produced its outer fringe. In the smaller novelty shops one can obtain for several shillings a cheap porridge bowl on which has been inscribed the name of the recipient. The name has, in fact, been painted on to a 4d. bowl with an enamel that can be "fired" in an ordinary domestic oven. There are cases of pupils at evening classes who sell their work to the big stores, and, in some cases, the beginners of one year are instructing classes the next.

In the Evening Institutes the pottery class is always crowded and many local authorities have found it necessary to run classes on three nights a week. At this time of year the kilns are packed with amateur work as many people are taking advantage of this extremely economical and original way of making Christmas presents. Students tend to make objects from moulds rather than attempt more ambitious work on the wheel, while some make delightful ear-rings, brooches and buttons.

The "boom" looks like continuing. The "piggy-bank" vogue has, perhaps, diminished and the back-room potters say that this year the demand is for strange ashtrays. All the craftsman potters are unanimous in saying that if you are by yourself, the profits are limited. A small wheel-thrown mug which has been hand-painted may have taken up to three-quarters of an hour to make and will sell for from nine to eleven shillings—out of which materials and high fuel rates have to be paid. But, even though the profits are small, this is still bread-and-butter pottery—the *raison d'être* for the kiln in which the real creative work can be produced.

"THE MERCHANT"; AND COMEDIES OLD AND NEW

Three Current Productions at Theatres in London

ROBERT HELPMANN AS SHYLOCK: The Jew holds his dagger in dramatic attitude in the production of *The Merchant of Venice* at the Old Vic. Mr. Helpmann pays great attention to accent and mime in his interpretation.

"TARRY A MOMENT": Barbara Jefford, as Portia, calls on Robert Helpmann (Shylock) to stop "for there is something more" as he prepares to cut his pound of flesh from the bared chest of David Dodimead (Antonio), who is being held in martyr-like pose by his two friends. In the Trial Scene in the Old Vic's *The Merchant of Venice*, the central figure of the three standing behind the pillars is Bernard Warwick, in the part of the Duke of Venice. The production is by Michael Benthall, who is director of the theatre.

HUMAN CASKETS: Brian Panter, as the Prince of Morocco, steps forward to make his choice in the hope of winning the hand of Portia, who is on the right. The Caskets (in foreground) are symbolised by the bearers, who are dressed to represent the three metals from which the selection must be made. Décor is by Loudon Sainthill.

CICELY COURTNEIDGE IN HER FIRST "STRAIGHT" PLAY IN THE WEST END: In *The Bride and the Bachelor*, at the Duchess Theatre, are Cicely Courtneidge with Naunton Wayne (left) and Robertson Hare. Jill Raymond is on the stairs in the wedding dress. The comedy, by Ronald Millar, gives Miss Courtneidge her first "straight" part in London.

A TIFF OVER THE WEDDING PRESENTS: Robertson Hare (Jason Kilpatrick) and Cicely Courtneidge, who plays his wife, argue and wave the native weapons which have been sent for their daughter's wedding from the country where Kilpatrick has held official positions. In *The Bride and the Bachelor* Naunton Wayne has the third leading part.

A REVIVAL OF A RESTORATION COMEDY IN LONDON: Diana Churchill, who has the role of Lady Fidget, and Laurence Harvey (Mr. Horner) in a scene in *The Country Wife* at the Royal Court Theatre, in Sloane Square. The revival opened last week of the play by William Wycherley. George Devine, who produces it, also appears as Mr. Pinchwife.

THE CROWDED HARBOUR AT DURBAN : Tankers and cargo-vessels line the quays inside the harbour, while out in the bay more ships of the oil fleet wait to refuel and load stores. The majority of the tankers are among those diverted from the Suez Canal to sail round the Cape of Good Hope to Europe. Since the start of the crisis Durban Harbour has had to deal with a vastly increased amount of shipping. It is the run round the Cape which is the route most heavily affected by the recent increased shipping charges.

OIL FOR EUROPE

Tankers Bound for Europe Wait in Durban Harbour, South Africa

The price increases for bunker fuel oil and diesel oil which have been announced by the major oil companies on account of the Suez crisis will add considerably to the operating costs on many routes. A further increase in shipping charges for both passengers and cargo is likely to follow from it. But the route which will probably be hit the hardest is the run round the Cape of Good Hope. Since the blocking of the Canal this route has become one of the main oil arteries of Europe.

Now that the United States Government has produced its master plan for emergency oil shipments to Europe a second oil artery will be established, this time across the Atlantic. The official American scheme provides for the diversion of routes and the increase of quantities normally carried by the tanker fleets of the various American oil companies. This amounts to the "lifting" of about 850,000 barrels of oil daily, in excess of the normal quantity, from American Gulf ports and, to a small extent, from Venezuela. About 500,000 barrels of this oil will be diverted across the Atlantic to Europe and the rest will go to those United States and Canadian cities on the east coast which have had a percentage of their oil cut off by the blocking of the Suez Canal and the sabotage to the Iraq pipelines. The American plan is effective until March 31, 1957, but it is believed by United States Government officials that the scheme will have to be renewed at that date. About fifteen American oil companies are participating in the "Plan of Action" as the scheme is officially described.

DURBAN'S OUTER ANCHORAGE : A merchant vessel steams past lines of moored tankers on her way out to sea from Durban Harbour. The extra cost of having to re-route the tanker fleets away from the Canal has resulted in increases of up to 30 per cent. in the price of bunker fuel oil and diesel oil for running the ships. The price increase varies from place to place, but in general is highest at those bunkering stations, such as Durban, farthest from the various oil-producing centres.

ROCKETS AND MISSILES

America's Matador and Nike; the Viking Prepares the Way for an Earth Satellite

On right—

AN AMERICAN GUIDED MISSILE PREPARES TO TAKE OFF: A jet-powered Martin Matador stands on its mobile launching platform at the Patrick Air Force Base, in Florida. Designated the TM-61, this is a surface-to-surface missile of swept-wing aircraft configuration, and can be equipped with atomic warheads. It was the first "pilotless bomber" of the United States Air Force to become operational, and can fly faster than sound. Development was begun in 1947, and the Matador first flew two years later. By late 1954, two squadrons of Matadors were deployed in Western Germany to form an important part of Nato's defence preparations. They have also been used as target "drones" for Nike anti-aircraft guided missiles. A new version of the Matador, designated the TM-61B, has a longer range and more efficient electronic guidance mechanism makes it a good deal more accurate at these greater distances. A test-firing programme for the TM-61B began early this year. An important characteristic of the Matador is its ease and economy of construction. The jet engine, a J33 Allison power unit, is basically similar to that used in a number of American piloted aircraft. The United States Navy and Marine Corps have shown interest in the Matador.

Below—

THE MATADOR SETS OFF ON ITS JOURNEY: In a cloud of dust, smoke and flame, the jet missile leaves its launching platform. This platform is very compact, and is mounted on wheels for mobility. The Matador can, therefore, be dispatched without long ramps and elaborate ground facilities.

Above—

GUIDED MISSILES GO BY A
Men of the United States
Force load a Nike missile on
a Lockheed Hercules C-1
Combat Transport aircra
The Hercules, the U.S.
Force's first turbo-prop tra
port, is designed to ca
troops and supporti
weapons to forward positio
and to operate from sm
emergency landing fields
is said to have a maximu
speed of nearly 400 m
The Nike, made by Dougl
a surface-to-air rocket g
missile for use against
aircraft. Nike batteries m
by the United States
protect a number of Am
cities. Development bega
long ago as 1945 and the m
became fully operational l
1953. It was probably the
surface-to-air missile to go
wide service anywhere, b
now considered obsolesce
the face of the latest dev
ments in jet bombers.
guidance system is comple
expensive, and is likely t
defeated by evasive actio
the target. Its range is
short—about 25 miles at
A more advanced type of
designated the Hercules (bu
in connection with the Lock
Hercules), is under develop
Unfortunately the Nike Hercu
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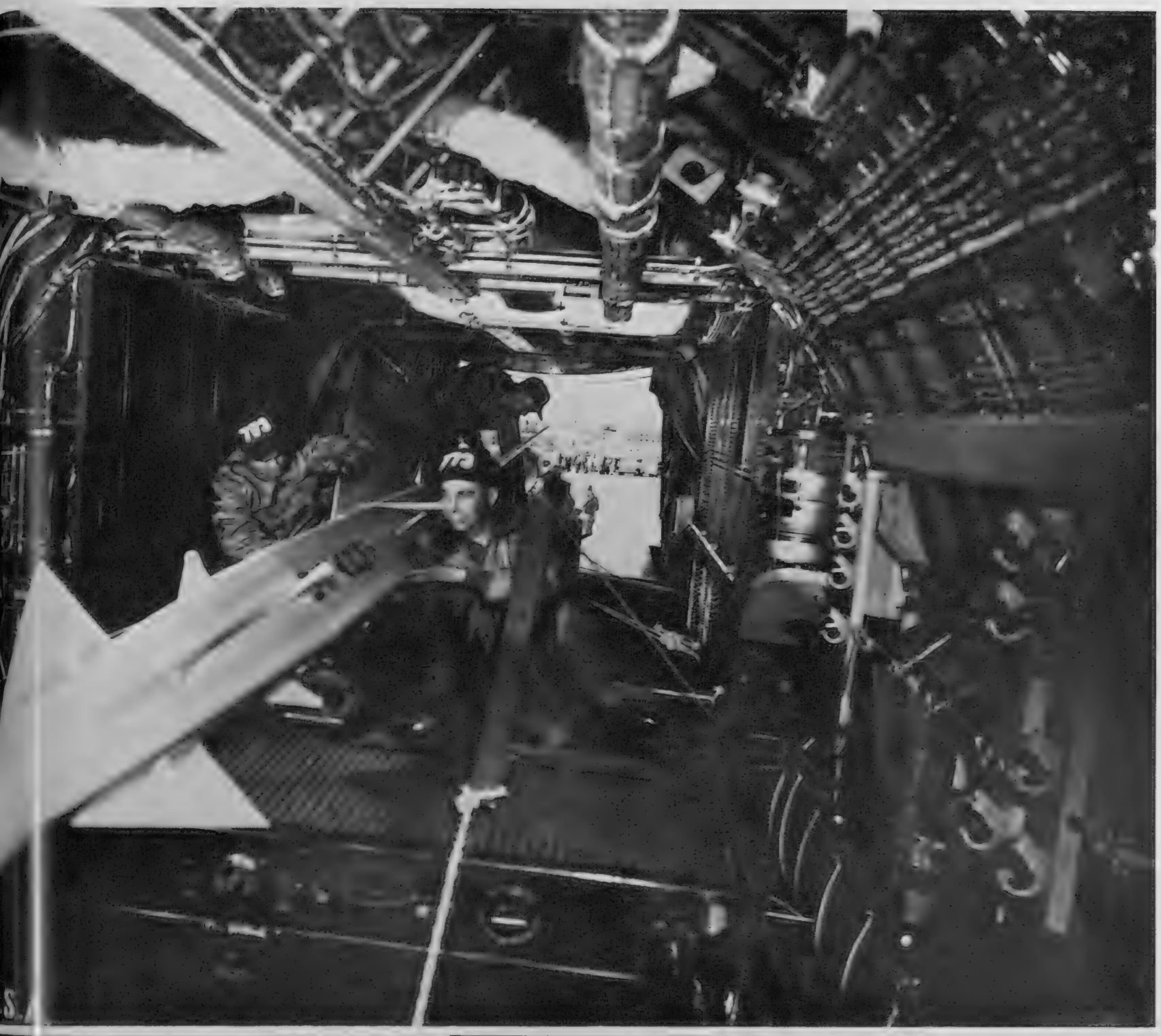
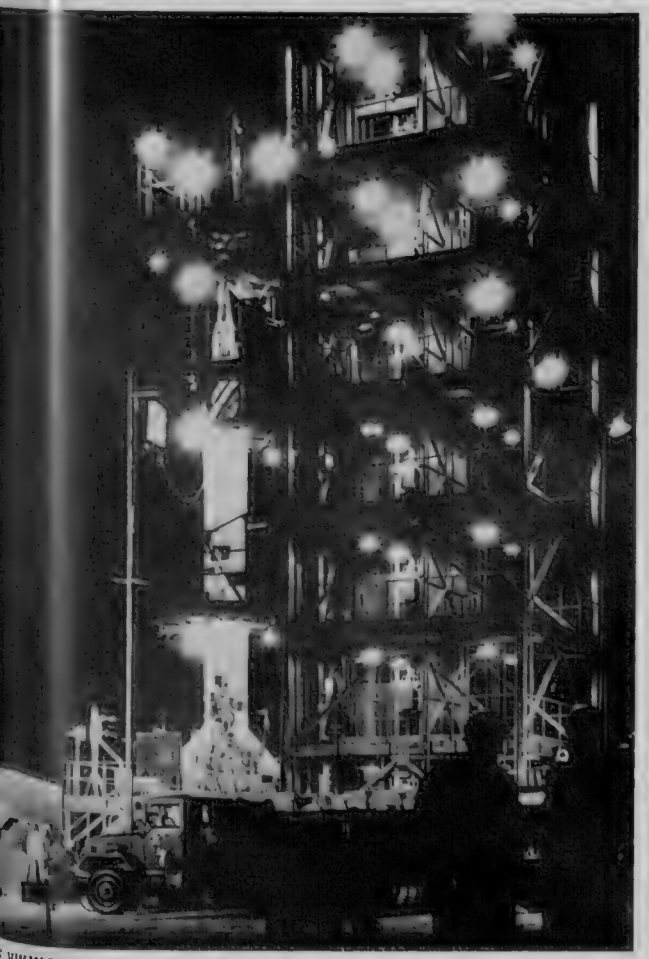
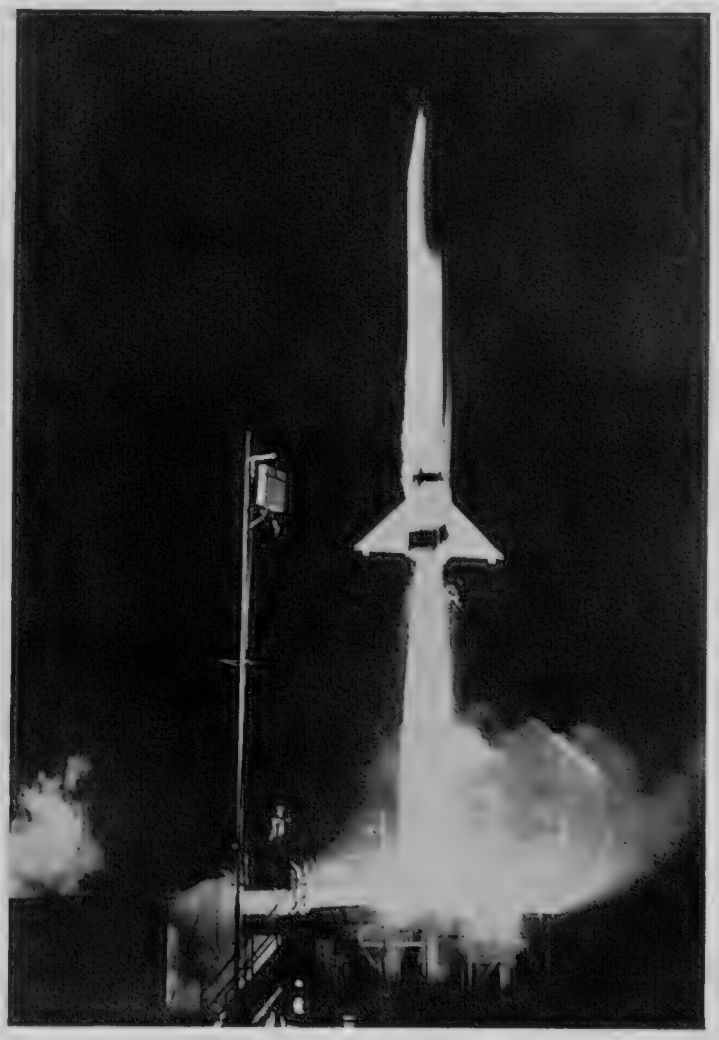




VIKING IS PREPARED FOR FIRING: Technicians make final checks on the rocket, which stands in its surrounding scaffolding. The Viking, used for upper altitude research, is a development of the V-2.



On left—

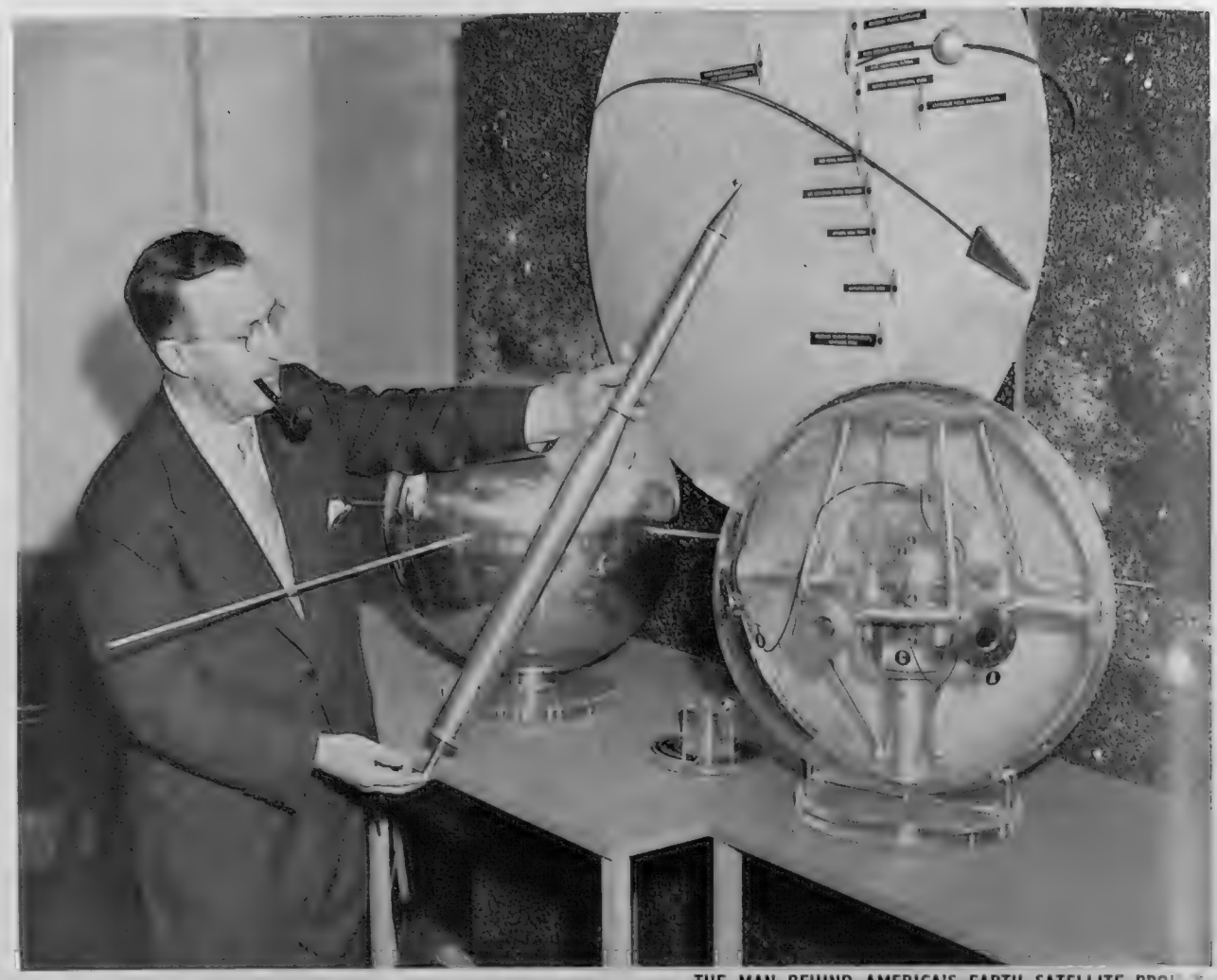
THE PRECURSOR TO AN EARTH SATELLITE SETS OFF: A Viking rocket is fired at night from the Air Force Missile Test Centre at Patrick Air Force Base, Florida. It was the first test rocket to go up in preparation for the launching of America's earth satellite during the International Geophysical Year 1957-58. The Viking was not of the same type as the rocket which will propel the satellite into the outer atmosphere, but it was similar to the first stage of that device. The satellite's propulsion mechanism will consist of three stages of rockets. Each stage will propel the satellite to a certain altitude, then drop off. The next stages will take over in turn, boosting the satellite until it reaches its intended height. The Viking, set off by scientists of the Naval Research Establishment, was also used to test equipment at the launching site. After reaching a speed of 4,000 m.p.h. and a height of 125 miles, it plunged into the Atlantic off Miami, about 180 miles from the launching site. Before the satellite is launched, twenty or more rockets of the Viking type will probably be fired in tests. They are 45 ft. long.

MAN-MADE MOONS

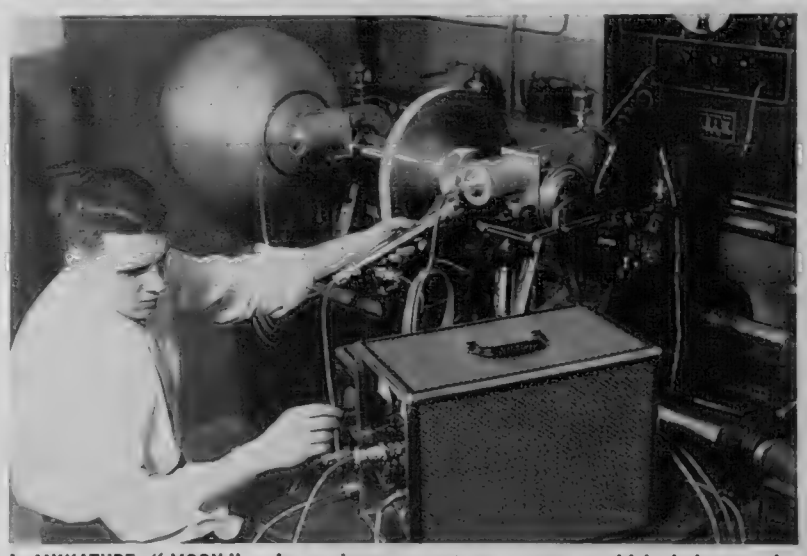
America's Artificial Earth Satellites Take Shape

"Project Vanguard" is the name which has been given to America's most sensational contribution to the International Geophysical Year 1957-58: the launching of a number of artificial satellites which will be propelled sufficiently far into the upper atmosphere to allow them to circle the Earth for a time, in the manner of true celestial bodies. The satellites will be quite small in size, globes with a probable diameter of about 20 ins., but will contain a mass of delicate electronic equipment which will automatically relay signals giving scientific data concerning conditions in the upper atmosphere back to Earth. The Americans plan to launch at least a dozen satellites during the eighteen months of the International Geophysical "Year." When a satellite first begins to orbit around the Earth, it will be at an altitude of about 250-300 miles, but its course will probably describe an ellipse, taking it to a maximum altitude of 800 to 1,500 miles.

The miniature "moons" will revolve around the Earth in just over ninety minutes, at a speed of 18,000 m.p.h., being tracked throughout their orbits by instruments at different points on Earth, which will also record their signals. The "lifetime" of the satellites will depend on the initial height to which they are propelled from the Earth. An altitude of 200 miles allows a life of about fifteen days, but at 300 miles the satellite may not descend for nearly a year. The less air there is to impede a satellite, the longer it can maintain its speed, and so avoid falling back to Earth. Eventually, the satellites will lose speed and descend, disintegrating as they strike heavier layers of atmosphere. Firing tests on the rockets which will carry the globes into the upper atmosphere began recently, and are illustrated on page 505. The Russians have announced that they, too, plan to launch some earth satellites during I.G.Y. They say that they will co-operate with the United States in the launching and tracking of satellites, and in using similar methods of transmitting information to Earth. The British programme for high altitude research during 1957-58 includes the firing of ten rockets.



THE MAN BEHIND AMERICA'S EARTH SATELLITE PROJECT: Dr. John P. Hagen, director of "Project Vanguard," holds a model of the three-stage rocket which will propel the first Earth satellites into the upper atmosphere. On the table are scale models of an artificial "moon." Behind is a chart showing possible orbits.



A MINIATURE "MOON": An engineer operates apparatus which balances the satellite perfectly. The latter is in the left background. *On right*—Dr. Hagen explains how air density at different heights affects the life of a satellite.

ASSEMBLING THE FIRST ARTIFICIAL "CELESTIAL BODY": A technician fits an electronic circuit casing into one half of a satellite. *On right*—A workman at the United States Naval Research Laboratory in Washington uses a drill on a satellite's casing. This will be packed with a mass of complex electronic apparatus, which will relay signals giving information on the outer atmosphere back to earth. The satellites will be launched from Cape Canaveral, on the east coast of Florida.

A FUTURE ATOMIC POWER STATION IN GLOUCESTERSHIRE: An artist's impression of the new atomic power station which is to be built at Berkeley, in Gloucestershire. The contract for the construction work has been awarded to AEI-John Thompson Nuclear Energy Co., Ltd. The two reactors with their distinctive double chimneys can be seen on the right of the picture.

AN ARTIST'S IMPRESSION OF THE POWER STATION AT HUNTERSTON, AYRSHIRE: The contract for this power station has been awarded by the South of Scotland Electricity Board to the G.E.C.-Simon-Carves Atomic Energy Group. In the picture a 300-ton Goliath crane, with a span of 200 ft., lifts a prefabricated heat exchanger shell into position. The station will cost nearly £40,000,000.

A MODEL OF THE BERKELEY NUCLEAR PLANT: The two reactors each with eight heat exchangers can be clearly seen on the left. Super-heated steam is passed to the turbine hall on the right. From there, through transformers and switchgear, the generated power will pass to the National Grid.

NEW ATOMIC POWER STATIONS FOR BRITAIN

Contracts have been Awarded for Commercial Atomic Power Stations in England and Scotland

The award of contracts worth well over £100,000,000 for the construction of three commercial atomic power stations is the first step towards implementing the Government's provisional programme for the peaceful development of nuclear energy outlined in a White Paper published early last year. This programme provided for the construction of twelve stations in ten years, but also allowed for possible expansion of the scheme. Two of the new nuclear power stations announced are to be built in England and the third in Scotland, while a fourth is in prospect.

The contracts for the two English plants, at Bradwell, in Essex, and Berkeley, in Gloucestershire, have been awarded by the Central Electricity Authority to the Nuclear Power Plant Co., Ltd., and the AEI-John Thompson Nuclear Energy Co., Ltd., respectively. For the third and largest of the three projects, the atomic power station at Hunterston, in Ayrshire, the contract has been awarded by the South of Scotland Electricity Board to the G.E.C.-Simon-Carves Atomic Energy Group. The total generating capacity of this station will be in the region of 360,000 kilowatts. The C.E.A.'s stations at Bradwell and Berkeley will feed 300,000 kilowatts and 275,000 kilowatts respectively into the National Grid. The output of these two stations, together with a third which C.E.A. hopes to build at Inkley Point, Somerset, will aggregate about 850,000 kilowatts.

DEFEATED BY THE TIDE IN AN ATTEMPT TO SAVE A GALLANT RESCUE PARTY: The lifeboat from Workington, in Cumberland, lies stranded in the marshes near Silloth. The vessel had set out to search for four men who had gone in a small boat in stormy seas to the help of a duck-shooter reported to be in difficulties in the marshes. *On right*—The lifeboat crew wait with their craft throughout the day for the tide to rise and continue their mission. The bodies of three of the four missing men were later washed up on the shore of the Cumberland marshes. Two of them were wearing lifebelts. But after a day and a night search on the sea and the marshes, the body of the fourth man was still missing. He was a forty-five-year-old motor engineer and part-time fireman of Silloth. All four men were married with families, three of them with young children. Two funds have been established for the dependants, one by Cumberland Newspapers, Carlisle, the other by Sir Robert Chance, Lord Lieutenant of the County. Some time after the tragedy, it was reported the identity of the duck-shooter had still to be established.

A HEROIC TRAGEDY

Four Men Gave their Lives in an Attempt to Save Another Off the Cumberland Coast

OXFORD TRIALS

On left—
"ROCK 'N' ROLL" ON THE TIDEWAY: The Oxford University Trial Eights are almost level as they shoot Hammersmith Bridge. The crews were named Rock (on the left) and Roll, the latter eventually being the winners. The revolutionary experiment of the O.U.B.C. President in holding trials this year on the Tideway, instead of at Henley, was generally agreed to have been a great success and produced a thrilling race. The course was from Mortlake to Putney—that of the Boat Race in reverse. R. N. B. Thomas (King's, Canterbury, and Trinity), Rock's stroke, took the Middlesex station. With the advantage of the first bend, he went ahead a length. But Roll hung on grimly, and when the course turned to their advantage, they gradually drew level. From Hammersmith it was a magnificent duel, but Roll went up a length, and at the finish had increased their lead to two lengths. The winning stroke was D. C. R. Edwards (Christ Church).

THE NEW P.R.A.

Mr. Charles Wheeler Has Been Elected President of the Royal Academy

THE NEW PRESIDENT OF THE ROYAL ACADEMY MEETS HIS PREDECESSORS: After his election to the Presidency, Mr. Charles Wheeler (right) shows a bronze model of Lord Leighton's statue, "Athlete Struggling with Python," to a group of Past Presidents. From left to right they are: Sir Alfred Munnings, Sir Gerald Kelly and Sir Albert Richardson. Mr. Wheeler, who succeeds Sir Albert, is the first sculptor ever to be elected President of the Royal Academy. He is sixty-four years of age, and first exhibited at the Academy in 1914. Several of his works have been bought for the nation through the Chantrey Bequest, including a bust named "Infant Christ," a bronze statue "Spring," and a figure in Portland stone called "Aphrodite II." Mr. Wheeler describes himself as a "traditionalist." He has recently been working on sculptures to adorn the Bank of England's new buildings, which are rising near St. Paul's Cathedral. His past commissions have included work on the Winchester College war memorial cloisters, the Indian War Memorial at Neuve Chapelle, Haileybury College Chapel, India House, South Africa House, and Rhodes House, Oxford. To the public, perhaps the most familiar of his works is the fountain statuary in Trafalgar Square. Mr. Wheeler is married, with a son and daughter.

MR. WHEELER AMONG HIS WORKS: The President of the Royal Academy sits in his studio in South Kensington, between two examples of his work. On left is "Mother and Child," in stone, and on the right, "The Lone Singer," in bronze. Busts and statuettes stand above the fireplace. Mr. Wheeler has been a member of the Royal Fine Art Commission and a trustee of the Tate Gallery, and has received the gold medal of the Royal Society of British Sculptors.

THE P.R.A. IN HIS STUDIO: Mr. Wheeler works on a plaster figure. *On right*—The President takes tea with his wife. Mrs. Wheeler is acting President of the Society of Women Artists, and also sculpts.

ANOTHER BLOW AT THE MOTORIST

The Heavy Increase in the Price of Petrol makes the cost of Private Motoring Prohibitive and Damages the Motor Trade, but it makes the Scooter and Three-Wheeler much more Popular

By "THE SPHERE" MOTORING CORRESPONDENT

I FIND it difficult to write calmly and soberly about the petrol price increase. Up to the time the Chancellor announced an extra shilling on the petrol duty it seemed impossible that the Government could think up another excuse for soaking the poor old motorist. Yet when the Suez muddle made it necessary for them to raise additional revenue they had no hesitation once again in jumping on the neck of that section of the taxpaying public which is already called on to pay more than its share of the nation's bills.

As if this were not enough, the oil companies proceeded to clamp another 5d. a gallon on the retail price of petrol, including an additional 1½d. for the garage proprietors. Of this total increase of 1s. 5d. a gallon, which makes petrol dearer than it has ever been before in Britain, I find less criticism of the oil firms' fivepence than of the Chancellor's shilling. For although the petrol companies' recently announced profits seem enormous, it is obviously costing them a great deal more, since the ill-starred Suez adventure began, to bring the petrol to the pumps. For every 6s. we now have to pay for a gallon of fuel, 3s. 6d. is taken up by tax.

The petrol station folk nowadays are glorified unpaid tax collectors. See how the petrol tax has soared. . . . It was only 3d. a gallon in 1910. Then it went up to 6d. in 1915, 1s. 1½d. in 1927, down to 4d. in 1928, up to 8d. in 1931, 9d. in 1938, 1s. 6d. in 1950, 1s. 10½d. in 1951 and 2s. 6d. in 1952. Mr. Macmillan says the extra shilling impost is only temporary. But we have heard that sort of thing before. It is a point which M.P.s and the motoring organisations will have to watch very closely. The effect of the new petrol prices on our already hard-hit motor industry could be disastrous. There was an immediate slump in the demand for new cars and the prices of used models fell still further. For the retired motorist living on a pension, whose purchasing power has declined alarmingly over the last few years, petrol rationing and the higher cost of fuel have made private motoring almost prohibitive.

At 200 miles of basic motoring a month the cost per mile of running even a small car—including depreciation, the £12 10s. road tax and insurance—scarcely bears scrutiny. It is no consolation for the motorist to realise that higher transport costs will spread the new tax burden over the entire community. For he is one of those who will have to pay more for his groceries, bread, milk and bus tickets.

The scarcity and price of petrol make even more topical my recent comments on the economy of scooters and three-wheeler cars. It 's an ill wind. . . . The agents for scooters like the Lambretta, Vespa and the all-British Piatti and those who sell Bond Minicars and other unthirsty tricars are doing a roaring trade. Although it is taxed at only £5, like a motor-cycle combination, the 198 cc., 80 m.p.g. Mini-car gets a monthly ration of 6 gallons, which is enough for 450 miles. I should imagine that many housewives are pestering their husbands just now to buy them a Minicar for shopping expeditions and for taking the children to and from school.

In view of the petrol shortage many motorists have been wondering if we shall see a return of the wartime gasbags—those odd-looking contraptions which quivered and flopped on the top of car roofs. And what about the gas-producers which some motorists perched precariously at the back of their cars ? I don't think the emergency is likely to last long enough to justify the use of either of these devices.

A more practicable idea would be the use of Calor gas cylinders—of the type familiar to caravan owners for cooking—either set up on a platform at the back of a car or placed inside the boot. Cars runs quite well on this butane gas, especially in the summer. There are snags in cold weather and the main trouble was explained to me by an expert in these words : " As you use the gas the liquid boils in the container. In doing so it loses heat, which induces refrigeration and then the temperature soon drops to below freezing-point. For all-the-year-round motoring on butane gas there needs to be some method of keeping the cylinders warm."

It costs about £30 to convert a car to use butane or some of the other liquefied petroleum gases. The normal Calor gas cylinder holds enough butane to give a mileage equivalent to 5 gallons of petrol. It costs £2 10s. to hire and £1 4s. to get refilled. I understand the Calor gas people are, for various reasons, not keen on their cylinders being used for motoring and that few engineering firms are willing or able to undertake conversion work. So I don't suppose we shall be seeing many ration-beating Calor-cars. If we did, you can bet your last petrol coupon that the Chancellor of the Exchequer would slap a prohibitive tax on the whole range of liquefied petroleum gases.

B.M.C. ENGINES TAKE SHAPE: In the assembly lines at Longbridge, near Birmingham, power units are produced for several models in the Austin and Morris range of cars, vans and lorries. At the end of the line each engine is run for 17 minutes.

I recently made an interesting tour of British Motor Corporation establishments at Birmingham, Cowley and elsewhere to see the progress being made with Sir Leonard Lord's £25,000,000 expansion programme. What I saw was most impressive. Under the bold leadership of Sir Leonard (now wisely taking things a bit more easily than he used to), Mr. George Harriman and Mr. James Woodcock, the Austin-Nuffield car " empire " exudes a spirit of enterprise and optimism. There is on all sides a firm refusal to be intimidated by the industry's set-backs during the blackest year it has known and the forward planning now going on will, I am certain, lead to some outstanding models in the next generation of B.M.C. products. A more realistic outlook at Longbridge and Cowley is already being reflected in current models and in the quality of the after-sales service available all over the world for Nuffield and Austin cars. The new Austin A35 and Morris Minor 1000, with their bigger engines and improved gear-boxes, are among the finest baby cars in the world and two other greatly improved B.M.C. products are the Austin A95 and A105. Favourable first impressions about the attractive new styling of these two 6-cylinder Austins were amply confirmed when I saw them going through the paint shops and coming off the assembly line in big batches. Much has been done to improve the final inspection of Austin models at Longbridge. The huge car asembly building has been extended to give more space, and most of it is to be used for final inspection, a novel feature of which is the use of a conveyor line.

Each car is closely inspected in accordance with a strict schedule and any faults appearing are remedied in the rectification bays adjoining the inspection line. I saw cars being driven on rollers to test the transmission and suspension without the need to take them out onto the road. Testers were indulging in an orgy of gear-changing and braking throughout the car's speed range. The road wheels were going round at a tremendous speed on the test rollers yet the cars themselves did not move an inch. A certain percentage of all models are, in fact, taken out for a road test in addition to this roller treatment, and the testers take turns at this work so that constant " driving " on the rollers does not blunt their judgment on the road.

Over at Cowley, H.Q. of the Nuffield side of the business, I was shown round the Corporation's new spare-parts depot where a B.M.C. subsidiary—B.M.C. Service Ltd.—controls 127,000 different kinds of parts. From this depot the company despatches about 1,250 tons of materials every week to distributors at home and abroad. Every day close on 1,000 orders for spares reach Cowley from 397 wholesalers in the U.K. and 502 overseas. Also at Cowley I saw work proceeding on a new building which in six months will be the country's most modern car body paint plant. It is costing £2,500,000 and is designed to paint twenty-six bodies per hour in synthetic enamel in any of twenty-six different colours. A sum of £1,250,000 is being spent on new presses at the Castle Bromwich plant of Fisher and Ludlow, B.M.C.'s body-pressing subsidiary. It was fascinating to see the huge presses stamping out body panels for B.M.C. models. When the expansion plans at Fisher and Ludlow are complete total output there will rise to 2,500 bodies a week.

One feature of the B.M.C. organisation I must not fail to mention. This is the Staff College at Haseley Manor, near Warwick, where men from every level in the Corporation—from managers to charge-hands and apprentices—are given special training to fit them for higher responsibility. Mr. J. Wilson, the Corporation's Director of Education and Training, told me: " We try to give them an insight into the technical, commercial and management problems which face the organisation. The courses are intensive and each lasts a week. We can take twenty-four men on each course, which embraces such diverse subjects as Britain's economic position, the trades union movement and the development of electronics." Passing through Haseley Manor to-day are men who will be high-ranking executives, the future leaders of B.M.C.

A CAR IN THE DEEP FREEZE: One of the most rigorous tests which cars produced at the Austin Motor Company's works have to undergo is a 48-hour spell in a refrigeration chamber. This ensures that the car can stand up to extremes of cold. It is then expected to start in 30 seconds.

It was exactly half a century ago that work started on the construction of the now defunct Brooklands racing circuit at Byfleet, Surrey. To mark the anniversary a book has just been published which describes in fascinating detail the motor-racing and aviation history of this famous track. It is called *Fifty Years of Brooklands*. It is published by Heinemann at 25s. and has been expertly edited by Charles Gardner. Before Brooklands was built, the British motor industry had no opportunities for developing their products through racing in Britain, for road-racing was forbidden by law. It was permitted only in Ireland and the Isle of Man. After the new track was built, British manufacturers could at last benefit from the type of experience of which Continental firms had taken advantage for many years. Some at least of British success in racing in the years 1912-14 could be credited to the new track.

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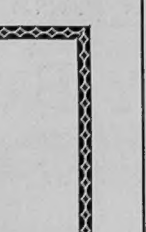

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The World of Books—By VERNON FANE

A GALSWORTHY BIOGRAPHY

R. H. Mottram's Study of Galsworthy and his Wife; Another Volume of the Lutyens Family History; and Other Works of Fiction and Non-Fiction

THE reputation of John Galsworthy continues and it is probable that his books still sell almost as well as they did twenty-three years ago. Although a private sort of person, he was, nevertheless, a figure in his contemporary literary world: spare, handsome, athletic and austerely debonair. Mr. R. H. Mottram has written a biography which is also the story of Ada Galsworthy, who was as good-looking, as athletic, as austere and almost as hard-working in the sense of her constant, active interest in her husband's work. FOR SOME WE LOVED (Hutchinson. 21s.) has the hall-mark of a work of piety, dictated by a very real affection, an exceptional admiration of the subjects and a genuine and disarming modesty about the author's own literary achievements which include that unforgettable war book, *The Spanish Farm*.

STILL THE JOY OF IT (Macdonald. 25s.) is a volume of autobiography by Littleton C. Powys, who died just a year ago and who was one of the brothers of John Cowper Powys, Llewelyn Powys and T. F. Powys. For himself he claimed no literary gifts but he was a naturalist of distinction and had for many years been a teacher. His book shows the trace of an academic spirit and, more warmly, his simplicity and affection towards his fellow men. Most clearly and poignantly it demonstrates his love and admiration for the writer, Elizabeth Myers, who was married to him for the short span of three and a half years before her early death in 1947.

Lady Emily Lutyens has introduced and edited another volume of family history in THE BIRTH OF ROWLAND (Hart-Davis. 25s.), which consists mainly of letters exchanged between her father and her mother in a few months during 1865 when he was First Secretary at the British Legation in Lisbon and she had gone back to England to prepare for the birth of their first child. They are love letters that, in part, might have been written at any period of time, but they are also vivid with signs of their own times. Occasionally, the letters give a contrast between natural effusion, solemn (and even sententious) reflection and a briskly practical assessment of things as they are.

Professor Basil Willey has written about a number of men whom he has called a Group of Honest Doubters in MORE NINETEENTH CENTURY STUDIES (Chatto and Windus. 21s.). These Victorian agnostics, free thinkers and liberals provide the material for some highly interesting chapters, notably on Froude, John Morley and, more surprisingly, Lord Tennyson, whom Professor Willey describes as "caught between religion and science, faith and doubt." A thoughtful study.

The next two books are of men's experiences on a more physical plane and the first, MAN ALONE! (Boardman. 18s.), is a book of adventure, much of it in solitude in British Guiana where the author, Mr. V. G. C. Norwood, travelled into the interior in his search for diamonds. He found some but he found even more fever, snakes, alligators, cloudbursts, mosquitoes and general danger and discomfort than one man should be asked to endure. It makes an exciting book.

Superintendent G. H. Totterdell's story is exciting in a different way. It is the autobiography of a man who calls himself COUNTRY COPPER (Harrap. 15s.) and who was both a member of the Essex County Police Force and the C.I.D. During his career he investigated most kinds of crime on the calendar, including more than twenty murders and the notorious "Flannelfoot" robberies. I found his adventures less spectacular but at least as absorbing reading as the last book, and the cool, technical explanations of the way in which forensic science works quite fascinating.

HOLLY AND CHRISTMAS ROSES: This illustration has been taken from *Flowers for You*, a selection of flower arrangements by Dods Bebb published by Collingridge at 30s. The photography is by the author and Mr. Harold Bennett, A.R.P.S. Besides the description of the author's own floral designs, the book also includes practical common-sense hints for the flower arranger.

There is a division of boxers called the Light-Heavyweights whose best fighting weight is below twelve stone seven pounds. Some of its better-known figures have been Georges Carpentier, Battling Siki, Len Harvey, Slapsie Maxie Rosenbloom and the author of a new work from which I have gathered all this information, Mr. Freddie Mills. In FORWARD THE LIGHT-HEAVIES (Stanley Paul. 15s.) Mr. Mills writes about the careers of the most successful pugilists in this particular class and, if you enjoy watching, talking and reading boxing, you will probably enjoy his book.

MADAME SOLARIO (Heinemann. 16s.) is that oddity in fiction, a truly anonymous novel. It is also such a distinguished piece of work that at least a part of the reader's mind busies itself with conjectures all through the elegant, nostalgic and eventually tragic story. The scene is Cadenabbia, on Lake Como, in the hot and brilliant September of 1906. At that time the place was a fashionable resort where the mild pleasures of picnics and lake steamers were enough to attract a cosmopolitan group of well-bred people who were congenial to each other. Among them appears the central character, very beautiful, sophisticated, remote and, in the final count, mysterious. It is with her and her fatal "fault" that the story is concerned, and with such intensity that, long as the book is, it must be read as nearly at one sitting as possible. A strange and wonderful book.

One of the favourites in last month's race for a coveted literary prize in France was Mlle. Francoise Mallet-Joris, a young Flemish author whose novel, THE RED ROOM (W. H. Allen. 13s. 6d.), has just been published in a translation by Herma Briffault. Although the author writes in French, it is as if she thought in Flemish, as the translator explains in a particularly perceptive foreword. Mlle. Mallet-Joris covers her canvas as closely as a Breughel or a Bosch and her eye for detail has something of their fine quality, but her work also has a lusty richness. She is, by any standards, an important writer and I look forward to reading each of her books.

SACKCLOTH AND ASHES (Arco. 18s.) is another novel from France, this time by M. Henri Troyat and translated by Mr. Anthony Hinton. The period is the twentieth century, the setting Russia and the plot chiefly concerned with the First World War and the early years of the Revolution. We are shown these immense events as they affect a number of people contrasted by their natures, their ideals or their appetites.

Mr. Robert O. Holles writes about Nigeria in THE BRIBE SCORNERS (Harrap. 12s. 6d.), his second novel and a further step along the road towards the front ranks. For Mr. Holles is a born writer, which does not mean that he can never write badly. But it does mean that his books are always going to achieve a life of their own, free from most of the clichés of speech or situation, and galvanised by the strength of his own feelings.

THE EIGHTH PLAGUE (Longmans. 13s. 6d.) is Mr. Denys Rhodes' account of a campaign in one of the oddest of wars—the war against locusts which, as he reminds us, has been going on since man first tilled the soil. Full of unusual information and with some pleasantly realistic conversation between men on the job.

LADY BEYOND THE WALLS (Robert Hale. 12s. 6d.) is a novel of the far-from-palmy days of Henry II, about his great ambitions, which included a marriage with Eleanor of Aquitaine, and about the beautiful Rosemunde, who was his secret love and who never knew that her "husband" was King of England. Mr. Noel de Vic Beamish writes with gusto and invests his colourful figures with a well-defined whiteness or blackness of character.

THE BRAZEN HEAD (Macdonald. 18s.) is by Mr. John Cowper Powys, perhaps the most famous member of that family discussed earlier on this page. The subject of his tale is the life of Roger Bacon, Franciscan friar, man of science and founder of English philosophy; a subject to which Mr. Powys' wide yet highly individual talents are very well suited. There is always something a little magical, a little other-worldly about this writer's work and here we can see a typical expression of it, very nearly at its best.

Mr. William Golding, Mr. John Wyndham and Mr. Mervyn Peake have written the three tales of imagination in SOMETIME, NEVER (Eyre and Spottiswoode. 12s. 6d.) and I can recommend them to you for the kind of creepy reading which has become a tradition (I have never quite understood why) around the time of Christmas.

COFFEE BAR AND TAVERN CULTURE

New Books on Soft and Strong Drink

In the mid-seventeenth century England began to hear more and more of a new and formidable rival to the magic of wine. Pepys called it a bitter black drink, and it was aptly described by another as the "milk of chess players and thinkers." In 1650 came the opening of the first coffee-house in Christendom, at Oxford, and before the end of the century there were over 2,000 of them in London alone. Aytoun Ellis has written a most excellent history of the coffee-houses under the title THE PENNY UNIVERSITIES (Secker and Warburg. 30s.).

He shows their vast importance in the City of London, where they were the cradles of the great exchanges and clearing houses, while in the Covent Garden and St. James's areas they were the haunts of wit and fashion. Mr. Ellis has marshalled a multitude of facts with discrimination, and he brings out very clearly the extent to which the coffee-houses served the nation, acting as an influence in the battle for political freedom, as a steadying factor in an age of profligacy, and a focal-point of artistic endeavour that has never since been equalled.

Now let us turn from the quietly elevating delights of coffee to sterner stuff. Cecil Ray has edited a symposium on drink that is not only completely appropriate to the season in which it is published but entirely worthy of the subject. THE COMPLEAT IMBIBER (Putnam. 25s.) is a delightful piece of work, astonishing in the lore it unfolds and as racy as such a book should surely be. Wittiest of all, perhaps, is John Norman Harris's chapter on "The Sagan Distillery," dedicated to those stalwart prisoners-of-war who, "denied the fifth freedom," set about in their camps the production of liquor of remarkable potency from raisins sent by way of Red Cross parcels. Sir Alan Herbert provides a notable contribution denouncing teetotalism, Paul Jennings writes on Drinking at Home, Kenneth Tynan deals with Drink and the Drama, while Robert Haeger describes the dreadful outcome of the 18th Amendment to the United States Constitution. The fun is fast and furious and some very talented illustrators have played their full part in it.

John Creasey is a hustler in the literary world and he freely admits it. In a note attached with the rather chunky errata slip accompanying his latest work he explains that he desired to have LET 'S LOOK AT AMERICA (Robert Hale. 18s.) ready in time for the Presidential election. The book is certainly written with rare verve, but there is all-too-much evidence of quick-fire judgment which simply will not do when attempting to sum up countries where the canvas is as vast as in the United States and Canada. To judge America one must surely know her sectionally. One feels that Mr. Creasey has perceived that nothing is really typical of America, and in one memorable chapter he says so with clarity and force, but despite his obvious insight, he seems not to have had the time or patience to stop and stare. That is really what America demands if one is to comprehend its virtues, faults, paradoxes and infinite variety.

Most of us are stern critics of the conduct of the railways we use, but when reading about railways we have an undisputable regard for the line with character and well-defined foibles. In his latest book Hamilton Ellis, that great historian of the railway, has certainly selected a line of individuality. He tells the story of THE SOUTH WESTERN RAILWAY (Allen and Unwin. 30s.) from its inception in 1838 until it became the major constituent of the Southern Railway in 1922. Mr. Ellis has recorded its history with his usual enthusiasm and knowledge and a wealth of appropriate illustration.

An entertaining mixture of an autobiography and anthology is Fred Gresswell's BRIGHT BOOTS (Robert Hale. 18s.), in which the author looks back over a happy and successful life, from his first days on the land to his successful practice in property development. In the second half he presents extracts from an anthology he began to compile during the years of his apprenticeship.

The books on Kent and Essex, by Reginald Turnor and Phoebe Fenwick Gaye, in the original "Vision of England" series have been out of print for some years. Now they have been revised and enlarged and are published together in a single volume entitled SOUTH-EAST ENGLAND: KENT—ESSEX (Elek. 21s.) in a new "Vision of England" Series.

Not a matter of form . . .

WHEN IT CAME TO HORSES the Romans thought more of colour than of form. That is why when Julius Cæsar returned in triumph from his second African expedition the chariot in which he drove was, by order of the Senate, drawn by a team of milk-white horses. For the Romans believed that white horses were specially favoured by the gods, and naturally wished to afford their valued leaders every protection under the sun. Today, in industry, the choice of adequate protection—reliable packaging—is no matter of form. It is a serious decision on which the reputation of a firm may well depend. That is why most leading manufacturers favour stout "Fiberite" cases, and crisp, attractive cartons made from "Thames Board". These names are as famous in the world of commerce as those of the goods they protect.

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A Kodachrome photograph

A fine city, NORWICH

Every year in December the work-a-day aspect of the steps leading to the City Hall at Norwich is transformed for a week or so by the cheerful glow of an illuminated Christmas tree. This symbol of peace and goodwill conveys the greetings of the Lord Mayor and City Council to the citizens of Norwich, reminding them too that many aspects of local government activities spring from Christian motives and traditions.

Likewise, the Norwich Union Insurance Societies desire to convey seasonal good wishes and greetings to their agents, policyholders and staffs in all parts of the world.

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Published Weekly by Illustrated Newspapers, Ltd., Ingram House, 195–198, Strand, London, W.C.2, and Printed in England by The Illustrated London News and Sketch, Ltd., Milford Lane, London, W.C.2. Saturday, December 22, 1956. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.